



The Hongkong Telegraph

FOUNDED 1861 No. 12,123 六拜禮 號式月七英港 SATURDAY, JULY 2, 1921. 日七廿月五



MINERS TO RETURN.

Mr. Hodges' Instructions.

(Reuter's Service.)

London, June 30.
After the meeting of the Miners' Executive, Mr. Hodges stated that a telegram had been sent to the districts, stating that in view of the overwhelming vote in favour of acceptance of the terms, the miners should return to work without delay.

All-Round Congratulations.

London, July 2.
The Government, owners and miners representatives have formally signed the agreement amid all-round congratulations.

THE LEAGUE AND LABOUR.

British Government's Attitude.

London, June 30.
In the House of Commons, in the course of a discussion on the Washington Labour Conventions, Dr. Macnamara said that the Government was prepared to ratify the Conventions, except as regards eight-hour day and maternity benefit. It was proposed to request the League of Nations to call a special conference to consider framing more elastic hours.

Mr. Chamberlain repudiated the suggestion that the Government desired to wreck the League of Nations or to render futile the labour organisation arising therefrom. But he pointed out that the accomplishment of all the ideals of labour organisation was impossible as long as some of the greatest industrial nations, for example the United States, were not parties to its decisions.

On the motion of Dr. Macnamara the policy of the Government in regard to the Conventions was approved by 164 votes to 53.

LADIES' TENNIS.

Easy Victory for French Champion.

London, June 30.
At Wimbledon, Mme. Lenglen beat Miss Ryan by 6/2, 6/0 in the Ladies' Championship.

Disappointing Play.

The world's championship ladies' singles final, was played in the presence of H.M. the Queen and Princess Mary. Half a hour's disappointing game sufficed for Mme. Lenglen totally to vanquish Miss Ryan, who was out-manoeuvred and out-played by a vastly superior player. Mme. Lenglen was always unextended, her terrific service and hard returns being feebly resisted. It was her easiest victory in the championship.

A Gent's Result.

Later.
In the gentlemen's doubles semi-final Lycett and Woodham beat Roper Barrett and Norton 8/6, 2/6, 6/3, 6/4.

AN "OMNIBUS" RESOLUTION.

The Opinions of Commerce.

London, June 30.
Before closing, the Congress of International Chambers of Commerce passed a resolution in favour of the construction of the Channel Tunnel, the inauguration of an Anglo-Continental railway service, urging the development and improvement of electric communications, recommending the return of pre-war conditions as regards passports with reduced fees, and the abolition of visas. It was announced that Japan had decided to join the Congress.

HOME CRICKET.

Country Results.

London, June 30.
Notts beat Kent by eight wickets.
Sussex beat Leicestershire by an innings and 27 runs.
Players beat the Gentlemen by an innings and three runs.
Marylebone beat Oxford by 163 runs.

BRITAIN'S REVENUE AND EXPENDITURE.

London, June 30.
The increase in the British revenue returns are chiefly due to a fall in the sales of surplus war stores, amounting to £24,000,000, and a fall in the yield from Excess Profits Duty from £29,000,000 to £17,000,000.
The expenditure was £271,000,000 being a decrease of only £13,000,000 as compared with last year.

FRENCH GOLF CHAMPIONSHIP.

London, June 30.
At Le Touquet in the French open golf championship, Boomer (St. Cloud) beat Massey who retired at the sixteenth hole.

INQUEST ON DEATH OF LADY RANDOLPH CHURCHILL.

London, June 30.
At the inquest on Lady Randolph Churchill a verdict of accidental death was returned.

HOORAY!

London, June 30.
Lord Northcliffe is going to Australia for the winter.

THE BIG FIGHT.

Alteration in Betting.

New York, July 2.
The odds on Dempsey have shortened to 2 to 1, but takers are scarce.

U.S. ENDS STATE OF WAR.

Washington, July 2.
Congress has completed the enactment of the resolution mentioned on 30th June ending the state of war.

DJAMBI OILFIELDS.

The Hague, July 2.
The First Chamber has passed the Djambi Oilfields Bill by 27 votes to 18.

(Other Telegrams on Page 4.)

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

RUBBER SITUATION.

Singapore, July 1.
The Straits Association is reconsidering the calling of a public meeting on the rubber situation and demanding Government action.
At the Bandyerdt Rubber Company's meeting, at which a loss of \$23,407 was reported, Mr. Peck, who regularly attends the local Company meetings, fearlessly criticised the directors, the proposed directors, secretaries and auditors fees - owing to current circumstances.

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The Bank, in its announcement, gives its subscribed capital as 150,000,000 Francs; the paid up capital as F. 75,000,000; the reserve funds as F. 60,000,000, and the deposits as F. 885,000,000. The Chinese Government owns one-third of the capital. The Head Office is in Paris and the Bank has branches at Antwerp, Batavia, Bordeaux, Canton, Fochow, Haiphong, Hankow, Hanoi, Hongkong, London, Lyons, Marseilles, Moukden, New York, Peking, Paom Penh, Saigon, Shanghai, Singapore, Swatow, Tientsin, Tsinanfu, Vladivostok, Yokohama and Yunnanfu.

FINANCIAL CRISIS IN MALAYA.

Singapore, July 1.
Nine Chinese Chambers of Commerce in Malaya have arranged a meeting at Kuala Lumpur to consider, inter alia, the advisability of petitioning the Government to devise a scheme to relieve the financial crisis.

PRISON FRACAS.

Singapore, July 1.
A number of Siamese convicts overpowered their guard at Tongkah prison. One was shot after severely injuring a policeman with a pang but the others remain at large. This is the second such incident this year.

SHANGHAI RICE SITUATION.

Shanghai, July 1.
The rice shops in the Settlement are open but not selling. The shops in the Chinese city and in French town are open and selling as usual. The Chamber of Commerce this morning asked the Municipal Council to rescind the measures. The Council in a proclamation promises protection against agitators and urges the dealers to sell. The Guild at a meeting this morning remained obdurate.

SHANGHAI POLICE TROUBLE.

Shanghai, July 1.
Six of the eight dismissed members of the Municipal Police have been ordered to quit barracks. A court action is promised.

ASSAULT CASES.

Alleged Stabbing Affrays.

A case came before Mr. R. E. Lindell this morning in which a man was charged with stabbing another man with a pair of scissors. It is alleged that the complainant in the case was playing with some children outside defendant's shop and this hindered defendant in his work, with the result that there was a quarrel. Defendant told the police that no violence was about to strike him with a pole and he stabbed him with the scissors. Complainant is at present in hospital and a demand was granted.

Another assault case was one alleged to have taken place at Kowloon Dock yesterday. Complainant in this case is a foreman carpenter and it is alleged complainant wounded defendant with a saw and defendant stabbed complainant in the hip with a chisel. Complainant being in hospital defendant was committed to custody.

FRENCH BANK SMASH.

Industrielle de Chine Suspends Payment.

10-DAY'S LOCAL SCENES.

The news of the failure of the Bank Industrielle de Chine which was received in the Colony by Reuter's cables, later yesterday afternoon, has come as a blow to many of the Colony's residents.

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THE H. B. WATKINS COMPANY.

"Tribby" to-night.

The H. B. Watkins Company, which opens a short return season here to-night after a most successful season in Shanghai and the North, has chosen a truly wonderful play for its opening performance and one in which we believe from accounts received from Shanghai some wonderful acting is to be seen. Mr. Charles Quartermaine's "Svengali" is said to be a masterpiece of acting and won unbounded enthusiasm from the three packed audiences which witnessed it in Shanghai. Miss Jeannette Sherwin is said to be at her very highest as "Tribby" and there is little doubt that a big house will give the Company an enthusiastic welcome to-night.

The plays during the week are exceptionally fine - including the recent big success from Wyndham's - "The Choice" - also Zangwill's delightful comedy "Merely Mary Ann", in which Miss Edith gives some beautiful acting. "Don" the play which first brought Quartermaine in to the front line of English actors, and Anthony Hope's beautiful play "The Adventure of Lady Ursula" a costume play of great charm.

We are looking forward to "Tribby" to-night with considerable interest as indeed must all lovers of the novel and the theatre, because many of the present day theatre-goers have never seen this great masterpiece of Du Maurier's. Booking during the evening at the Hongkong Hotel.

DAY BY DAY.

There were six fresh cases of plague reported yesterday, and one case of enteric fever.

It is hoped that the usual Sunday evening services at the Peak Church at 8.30 p.m. will be held this year from middle of July to the end of August.

Twenty-seven (Chinese 20 men and 7 women) were brought before Magistrate Orme this morning charged with gambling in a brothel in Kennedy Town. The women were discharged and the men were remanded until Tuesday.

A carpenter in the service of the contractor Sang-lee has reported to the Police that last night whilst walking from Shanghai Street to Mongkok he was stabbed by two men who then relieved him of his pocket money and a silver watch valued at \$2.

Charged with exhibiting posters in connection with the new World Cinema, without these having been first passed by the Secretariat for Chinese Affairs, a Chinese boy, through Mr. Leo D'Almeida, who appeared for the defence, said that about 10,000 of these posters had been examined by the Department, the remainder being stored in a shop and used inadvertently by the defendant who was ignorant of the regulations. A fine of \$1 was imposed.

It is notified for the information of owners and occupiers of tenements that, under the proviso of the Rating Ordinance, 1901, rates for the third quarter of 1921 are payable in advance on or before the 30th July, 1921. If any person shall fail to pay such rates on or before the 31st August, 1921, proceedings will be taken in the Supreme Court for recovery without further notice. No refund of rates in respect of vacant tenements will be granted unless such rates have been paid during and within the month of July, 1921, nor unless application is made for such refund within fifteen days from the expiration of the quarter.

If holders are in possession of the necessary receipts and numbers, they may, on the morning of the following day, be posted on the door of the Bank. This Bank has suspended payment until further notice. By order of the Board of Directors.

COUNTERFEIT COINS.

An Audacious Utterer.

A Chinese named Pang Yau went up to a street vendor yesterday, and asked for a one-cent banana, tendering a ten-cent piece. The fruit seller pointed out that the money was bad and the would-be buyer thereupon immediately produced another ten-cent piece. It was pointed out that this money too was counterfeit and another coin was produced, which also was bad. A constable standing near by heard the dispute and came to investigate and took the man who had tendered the coins to the Police Station. There he was found to be in possession of twenty counterfeit ten-cent coins in addition to the three that he had tendered to the street vendor. He had no good money on his possession at all. He said the money was given him by a friend to buy things with but he could not find his friend as he had absconded. He was brought before Magistrate R. E. Lindell this morning and for tendering the coins was sentenced to six weeks' hard labour and for being in possession of the coins was also sentenced to six weeks, the sentences to run consecutively.

HONGKONG FINANCES.

The Position up to March.

It is shown in the Government Gazette that the revenue for March was \$1,077,237 as compared with \$1,136,811 for March last year. The revenue for the first three months of this year amounted to \$3,553,935 as against \$3,671,771.

The expenditure for March amounted to \$1,070,194 as against \$1,124,452 a year ago, and the revenue for the first three months of the year was \$3,008,697 as against \$2,484,442.

It will thus be seen that the Government is receiving less in revenue than it did a year ago, but is spending more.

As the end of February the Government had a balance of assets over liabilities of \$5,030,411 and had increased this to \$5,037,504 by the end of March.

JAPANESE CONSUL.

Mr. Suzuki Sails.

Mr. E. Suzuki, Consul-General for Japan at Hongkong, sailed on the steamer Korea Maru yesterday for Yokohama. After a three-months holiday in Japan Mr. Suzuki will sail for Australia to take up the Consul-Generalship of that country. He will be stationed at Sydney.

The new Consul-General at Hongkong will be Mr. T. T. Uozumi, who is now on his way from London to his new post. Mr. Tanboga will arrive at Hongkong on the steamer Kitano Maru about the middle of August. In the meantime Mr. G. Omori, Vice-Consul here, is acting Consul-General.

COMMONS' TOPICS.

DISORDERLY QUESTION.

Commander Kenworthy in the House of Commons was asking the Irish Attorney-General with innumerable questions concerning the alleged reprisals by Crown forces in Ireland when Mr. Stanton, intervening complained that other hon. members were given no chance of putting questions.

Mr. Whitely took notice of the statement and called attention to the fact that the House of Commons was a place where questions could be asked.

KILLED BATHERS.

Dress Censors Busy.

A world-wide campaign against daring bathing costumes has been launched. A host of seaside censors (official and unofficial) are laying down equally stringent laws for the far-away pleasure resorts of America and Canada and for the beaches of England.

Here are two parallel instances -

"Bathing suits for both sexes must be with skirts." - Announcement of the opening of the Potomac Pool Washington, U.S.A. "We are only selling gentlemen's bathing suits with skirts this season, sir." - A Margate Outfitter.

The story of the London visitor to Margate who wanted to buy a bathing suit contains a moral which should be laid to heart by all intending holiday-makers.

He entered the shop and said in the lightest of holiday tones: "I want a bathing suit. Nothing sensational, you know. The ordinary regulation fashion that is being worn (this year) will suit me."

"Certainly, sir," said the shopman, and produced the latest styles from his shelves. Each had a neat little skirt, whose folds fell gracefully over the legs.

The Visitor (blushing): But, pardon me, these are ladies' costumes, I think.

The Shopman: Not at all, sir. They're regulation gents' you asked for.

The Visitor: Then these are surely killed suits. Nice for Scotsmen perhaps, but - Have you nothing suitable for a Londoner?

THE ONLY STYLES.

The Shopman: I'm sorry, sir, these are the only styles we are stocking this year.

From the cheapest styles at 6s. to the most expensive at 30s, the bathing suits were all skirted.

All the omens point to a greater strictness in the observance of decorum in bathing dresses this year.

News in To-day's New Advertisements.

The Wo Ping Theatre is now open and is featuring on its first programme "The Son of Taran," and Harold Lloyd in "Captain Kidd's Kids."

Those who are not acquainted with the new cinema will be interested to learn that it is the largest building of its kind existing in or projected for Hongkong. It has a seating capacity for 2,000 persons. It is the coolest theatre in Hongkong, having windows opening on all sides. It is interesting to note that it stands on the site of the oldest cinema in Hongkong and the building now returns, after having passed through many vicissitudes, to its original use. At the opening performance there was a large number of Europeans present who greatly appreciated the entertainment provided. As at the Coronet Theatre, two machines are running, and the management make a point of featuring first run pictures.

They are securing quite a number of big attractions for the future, including "Chafalo," the renowned juggler. - Page 12.

The 8.35 train from Kowloon on Sundays and Holidays will be discontinued until further notice. - Page 4.

The Hongkong Theatre features in its week-end programme Dorothy Phillips in "The Talk of the Town." - Page 4.

Whiteaway's have opened a new furnishing showroom on the first floor of their building. - Page 3.

Lazarus has an illustrated comment on the value of Crookes Glass. - Page 7.

NOTICE

L & C HARDTMUTH'S
KOH-I-NOOR
MADE IN
SLOVAKIA
THE
PERFECT PENCIL

Is your pencil a
KOH-I-NOOR
(Made in Czechoslovakia)
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Industrial Centres of the United Kingdom and
the Continent of Europe. The names and
addresses and other details are classified under
more than 2,000 trade headings, including
EXPORT MERCHANTS.

with detailed particulars of the Goods shipped
and the Colonial and Foreign Markets supplied.

STRAIGHTSHIP LINES
arranged under the Ports to which they sail,
and indicating the approximate sailing.

One inch BUSINESS CARDS of firms desiring
to extend their connections, or Trade Cards.

ALSO SEEKING AGENCIES
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LORD SHAW'S STORIES

Interesting Recollections of
Public Men.

In "Letters to Isabel," Lord
Shaw of Dunfermline has
chronicled many of his memoirs
and reminiscences of his own
career and of the public men
with whom he was associated.

Of Professor Mason he says:
"I remembered and I practised
one of his rules. That rule
was, I feel convinced, enriched
many a life. It was some-
thing like this—When any-
thing strikes you in a great
part mark the passage know
and learn it if you can by heart.
If you do that it will go with you
to the end of the world. It will
become part of yourself. That is
culture. In my own case, as in
the case of a whole generation,
this grave and simple and by no
means recondite lesson has been
a veritable well-spring of joy."

ABERDEEN'S HEADS.
Giving his reminiscences of the
Midlothian campaigns, Lord Shaw
reproduces conversations with
Gladstone, and remarks upon the
great statesman's habit of light-
ing up an abstract argument with
the phrase "I will give you an
instance." Mr. Gladstone was
staying at the time with Dean of
Faculty Hall-or, afterwards Lord
President Kinross.

"We were introduced to him
in turn. As one of our number
(who shall be nameless) was pre-
sented to him, with a head not
large by any means, and gleam-
ing in its baldness, Mr. Gladstone,
moved by some fit, no doubt, of
association of ideas, got the con-
versation on to the subject of
heads and their varying sizes. 'I
am told,' said he, 'that the largest
of heads to be found in these
islands is in Aberdeen. Mr.
Cooper, of the Scotsman—in those
days (with a smile) when the
Scotsman pursued a sound and
sensible policy—related to me
an anecdote. He himself has a
large head, so large that
upon one occasion no size in the
front department of a hatter's
shop could be found to fit it;
whereupon the hatter called (in
Mr. Cooper's hearing) to his
assistant in the back shop,
'Jimmy, bring me the Aberdeen
size.'"

CHURCHILL FOOTS THE BILL.
He recalls an occasion after he
became Lord Advocate when he
attended a dinner at which were
Mr. Lloyd George, Colonel Seely,
Mr. McKenna, and Mr. Winston
Churchill.

"There arose a great clamour
as to who was to pay for the
dinner. Colonel Seely explained
that he had just made £50 of
profit on the sale of a boat.
'Well, as for me,' says Winston,
'I have at this moment a cheque
for £1000 from—in part payment
of what is due me for writing my
father's life.' That settled it.
It was agreed with acclamation
that he should pay for the
dinner."

**WHAT KITCHENER SAID TO
SMUTS.**

Lord Shaw lays stress upon
the policy of Sir Henry Camp-
bell-Bannerman as the reconcil-
ing force in South Africa, and
he tells, on the authority of
General Smuts, a story of Lord
Kitchener.

When the peace negotiations
at Vereeniging in 1902 threaten-
ed to prove abortive, Lord Kit-
chener asked General Smuts to
come out for a little, and the two
walked up and down in the dark-
ness. Kitchener said "Look
here, Smuts, there is something
on my mind that I want to tell
you. I can only give it as my
opinion, but my opinion is that
in two years' time a Liberal
Government will be in power,
and if a Liberal Government
comes into power it will grant
you a Constitution for South
Africa."

Zoom!
—as the fliers say

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CIGARETTES
They Satisfy
—and the blend can't be copied

Fastest-growing cigarette in the country—fact.
One of the few really great blends of cigarette
tobacco. Finest Turkish, blended with mellow
Havanna and other choice domestic tobacco—end
blended in a way that can't be copied—that's
Chesterfield.

Packed, too, in an air-tight package that keeps
'em fresh till smoked.
Satisfy? Well, say—have you tried 'em?
LIGGETT & MYERS TOBACCO CO.

Smuts replied that, if he could
be sure of that, it would make a
great difference, and Kitchener
assured him that he honestly be-
lieved it would happen. "That,"
General Smuts told Lord Shaw,
"accomplished the peace."

A GUINEA FOR R. L. S.

Among Lord Shaw's recollec-
tions is a sight of R. L. Steven-
son, "with his very white wig
and his glossy, dark hair, his
complexion of ivory pallor,
and his gleaming dark eyes."
An amusing story is told about
him:
"A few days after Stevenson
went to the Bar he had got a
guinea sent to him, with in-
structions. His sole duty was
to ask the Judge for inti-
mation and service of a peti-
tion. . . . All he had to do was
to stand up at the Bar and utter
three words interrogatively. 'In-

timation and Service?' But he
was a mass of nerves, and these
three words he could not utter,
and he besought his friend to go
into Court and make the little
motion for him. I never heard of
his earning another guinea as an
advocate."

WOULDN'T FACE THE MUSIC.

His Lordship tells a very
humorous story of the Parlia-
mentary Bar concerning Sir
William Harcourt. Sir William,
narrating the incident, said:
"We were to oppose an Irish
Railway Scheme. So we had a
conference, and Lord—came to it.
'My case,' said his Lordship, 'is
that directors are all damned
scoundrels."
Instructions were given to run
the case as indicated in his Lord-
ship's remark. Sir William pro-
ceeded:—"I cross-examined the
first director. It rather appeared

that, after all there was some-
thing in Lord—'s idea. When the
cross-examination finished my
clerk pulled my gown and said
to me:—'Lord—has given in-
structions to double your
brief fee.' Then came an-
other director. At the
close of his evidence, my clerk
again pulled my gown and said:
—'Lord—has given instructions
to treble your brief fee.' I then
turned to him and said:—'Any
more directors?' "And were
there?" inquired Lord Shaw of
Sir William. "Alas, no, Shaw,"
said he. "They wouldn't face
the music. The Bill collapsed."

LLOYD GEORGE'S SUPREMACY.

Dealing with the Parliament-
ary figures on the Radical side
during that party's ten years
in the wilderness after the
cordite vote of 1895, Lord Shaw
says of the present Prince

Minister—
"None of us could hold the
candle to Lloyd George. He
developed an amazing Parlia-
mentary dexterity, and no man
in charge of a Government Bill
could afford to disregard him.
He was no obstructionist—Oh
no; but the moral anxiety with
which he could invest a trifle
of expression and show the
superiority of the word which
to the word 'that' was enough
to send the Minister in charge
of a measure into fits of fury,
the rest of us, of course, into fits
of laughter. Then, out of
all this cloud of fineness,
suddenly would come from
him a gleam of real eloquence,
revealing dangers and defects in
the Bill and a new and a better
way. I suppose it is wicked to
be proud of it, but we had a great
time."

DOINGS OF THE DUFFS

Not so Irritates Tom—

BY ALLMAN

MOTHER! I WANT SOME MORE TOAST!
ALL RIGHT, SON, IN JUST A MINUTE!
DON'T HOLLER LIKE THAT!

NEXT STOP NINTH STREET—CHANGE FOR EAST SIDE!
HIRE A HALL!

COULDN'T YOU MAKE A LITTLE MORE RACKET, MISS EATON?

ATTA-BOY SLAM IT OUT—WOW!

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Our latest list of Victor dance records includes waltzes, fox trots, one-steps, American country dances, hornpipes and Irish reels and jigs. Get any or all these records and try them on your Victrola.

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EARLIER TELEGRAMS.

BANK SMASH.

Paris, July 1.
The Banque Industrielle de Chine has suspended payment. The President of the Seine Commercial Tribunal has ordered an enquiry into the suspension of payment by the Banque Industrielle de Chine.

The Directors of the Bank de Paris, interviewed by a representative of the Temps, expressed profound regret at the suspension at a moment when the Deutsche Asiatische Bank was reopening all its branches and declared that with energy and good-will it could have been saved. The Banque Libre affirms that the situation could have been saved if the proposal had been accepted that the Banque de France should advance one hundred million francs on a guarantee of 147 million Chinese Treasury Bonds.

THE DEMPSEY-CARPENTIER CLASH.

New York, July 1.
Most complete arrangements have been made to inform the world by wireless of the result of the prize fight. Aeroplanes will carry photographs of the fight seaward and deliver them to steamers proceeding to Europe. The steamers will be met by aeroplanes near the English coast, which will deliver the photographs in London and Paris. The Attorney General, Mr. Dougherty, the Under Secretary of the Navy, Mr. Roosevelt and the Governor of New Jersey will be among the crowd of notables who will witness the fight. A special train is bringing a thousand cinema celebrities from California.

It has been finally decided that the ring for the fight be eight feet, which is interpreted in some quarters as meaning that Carpenter will take the offensive.

CARGO PILFERING.

London, July 1.
The second interim report of the Pilferage Committee condemns Customs issuing bills of lading with goods received for shipment as this facilitates pilferage and urges shipowners not to issue a "shipped" bill of lading until the goods are aboard the steamer. The report says that, owing to lack of support, the London police scheme for supervision of cargoes is about to be withdrawn from certain docks, chiefly, used by lines uncontrolled in London, but it is understood the police authorities are considering the extension of the London special dock police. The scheme for the whole river will cost £50,000 annually. The report recommends shipowners to keep in touch with the Department of Overseas Trade and its commercial secretaries abroad who have already rendered valuable assistance in connection with pilferage.

THE COAL SETTLEMENT.

London, July 1.
The House of Commons voted a Government subsidy to the mining industry without division. Sir Robert Horne said the settlement did not include any arrangement as to the future price of coal, which was left open to ordinary market changes.

FRENCH RACING.

Paris, June 27.
Longchamps' race meeting yesterday, culminating in the Grand Prix Steeplechase, attracted immense crowds, including a large number of prominent British sportsmen, many coming direct from London in airplanes.—Val.

JAPANESE CROWN PRINCE.

Paris, June 27.
Under Marshall Petain's guidance the Japanese Crown Prince visited Verdun and the battlefields near by.

ITALIAN CABINET.

Paris, June 27.
It is reported from Rome that owing to getting a weak majority about foreign policy, the Cabinet has resigned.—Val.

NORWEGIAN SHIPPING VENTURE.

Christiania, July 1.
A Norwegian shipping company will shortly inaugurate a regular Petrograd-New York service.

U.S. SUPREME COURT.

Washington, July 1.
Ex-President Taft has been appointed Chief Justice of the United States.

WIMBLEDON TENNIS.

London, July 1.
At Wimbledon, in the fourth round of the All England Plate, Dr. Fyze beat Kleinman, 6-2, 6-4, and in the fifth round, Fisher beat Dr. Fyze, 8-6, 1-6, 6-4.

THE THIRD TEST.

London, July 1.
The presence of Brown (Hampshire) and Ducat (Sussex) has been requested at Leeds. Brown will be wicket-keeper. Head is not playing. The exact team will be decided to-morrow.

PROTECTION OF WARSHIPS.

Defying Torpedoes.

There is evidently a distinct issue between the present and the earlier Director of Naval Construction as to the value of bulges. The actual amount of material used for protection against torpedo attack seems to be very little different in the case of the Hood and the Queen Elizabeth; the former having a bulge and the latter vertical sides. There is no doubt that the outside of the bulge is farther away from the vitals of the ship in the case of the Hood than in the Queen Elizabeth, but in order to obtain this the ship has to be made much broader. This advantage of the Hood over the Queen Elizabeth is not due to the bulge, but to the extreme beam of the ship. A recent correspondent to The Times has pointed out that the Baden, the German battleship which Sir Eustace D'Eyncourt has compared with the Royal Sovereign, was 10 ft. wider, so that it would beam as if the German had appreciated the benefit of greater beam, but had availed themselves of it without adopting a bulge form of construction. There is no doubt that the German ships withstood a great deal of damage without sinking, and that they were attacked by both guns and torpedoes very severely.

Sir Philip Watts and Sir Westcott Abell have recently contributed to this discussion in The Times, and both have called attention to the necessity for the provision of sufficient beam to ensure adequate stability should the side protection be defeated, and both are of opinion that the best way to ensure this stability as well as to obtain the protection by the best available construction of the side is a matter which deserves the most careful consideration. Sir John Biles has also contributed to The Times discussion without entering into the relative merits of the bulge or vertical side. He has followed up the views expressed by him at the Institution of Naval Architects, and has reminded the authorities "That a policy adopted deliberately to void criticism is likely to be harmful to the country and to the science of naval design as well as to those who practice it," and he urges that the design of the new British capital ships may well be referred to a suitable committee for consideration, to the satisfaction of all concerned.

Nearly all that can be said for and against the bulges in public discussion has been said and it is not easy without more detailed information, such as could be placed before a competent committee, to reach any reliable conclusion. The bulges undoubtedly were a satisfactory way of adding to the stability of existing ships, whose stability was deficient. The bulges also keep the point at which the torpedo exploded further away from the vitals of the ship. Whether this is the best way to give the ship the necessary stability and protection seems to us to be sufficiently in dispute to necessitate a thorough investigation of the question by a competent and independent committee. The protection of our battleships from torpedo attack is of vital importance so long as we rely on these battleships for our naval defence. Sir Philip Watts thinks that we should go farther than we have done and that portable shields should be carried. Undoubtedly, if they can be successfully carried they will afford another and a powerful line of defence. The matter is bristling with intricate technicalities, but no harm can be done by, and good is likely to follow, a thorough investigation. Without doubt such an investigation can only be made by considering the whole designs of our recent battleships, and a committee which could do this would have to be similar in character to Lord Dufferin's Committee of 1870 and Lord Fisher's of 1905 on Warship Design.—Engineering

CRICKETER'S LONELY DEATH.

Peculiar circumstances surrounding the death of Frederick Sheldon (30), a Clitheroe cricketer, were investigated by the local coroner. Sheldon left home to visit a technical school where he was weaving master, but failed to return. His dead body was found by two children laying in the posture of drinking near a stream. Sheldon lost an eye at the Dardanelles, and it is believed that this injury was in some measure responsible for his fatal seizure. The inquest was held on the first anniversary of deceased's marriage. A verdict of "Natural causes" was returned.

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Sizes Range from 9½ to 12.

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WANTED.—From November. Furnished House on the Peak. Apply Box No. 376 c/o "Hongkong Telegraph."

WANTED.—Oswald Lyan A.L.C.M., L.L.C.M. (London) gives Violin tuition. Apply box 577 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

G. R. NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of July, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Lot | Boundary Measurements | Area | Remarks |
|------------|-----------------------|------|---------|
| Lot 1 | ... | ... | ... |
| Lot 2 | ... | ... | ... |
| Lot 3 | ... | ... | ... |
| Lot 4 | ... | ... | ... |
| Lot 5 | ... | ... | ... |
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| Lot 72 | ... | ... | ... |
| Lot 73 | ... | ... | ... |
| Lot 74 | ... | ... | ... |
| Lot 75 | ... | ... | ... |

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Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Covie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

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Des Vœux Road, West.

PATRONAL FESTIVAL

SUNDAY, July 3rd 1921.

8 a.m. Holy Communion
11 a.m. Procession, Choral Eucharist & Sermon.

W. S. BAILEY & CO., LTD.

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Telegrams "SEYBOURNE"

KOWLOON CANTON RAILWAY.

The Public is hereby notified that after Sunday, the 3rd July, the 8.35 train from Kowloon on Sundays and Public Holidays will be discontinued until further notice.

By Order.

H. P. WINSLOW,
Manager.

Kowloon, 30th June, 1921.

CALIFORNIA.

NOTICE TO AMERICANS.

Send name and address if you would be interested in making a small investment in our co-operatively Managed Stock Ranch, located in California, where \$50.00 will earn you about \$50.00 per year. Each investment is secured with land and without care or attention on your part. Bank references furnished.

We also take full charge of property in any part of California, for absent owners.—Wm. J. Bush, 701, Humboldt Bank Building, San Francisco, California.

THE NEW FRENCH REMEDY. THERAPION No. 1. THERAPION No. 2. THERAPION No. 3.

No. 1. 100 Pills. No. 2. 100 Pills. No. 3. 100 Pills. Price in England 1s. 6d. per box. Price in Hongkong 2s. 6d. per box. The Trade Mark word "Therapion" is on the box, and is also on the wrapper.

CHURCH SERVICES.

A CHANGE OF ONE DOLLAR IN THE PRICE OF ALL SERVICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong. 3rd July, 1921, 6th Sunday after Trinity.—Holy Communion (7.50 a.m.); Children's Service (10 a.m.); Service, Hymns, Matins (11 a.m.); Responses, Ferial; Venite, Tuckey (18th.); Psalm, 22. Elvey; Te Deum, Lawes, Cooke, Hopkins; Benedicite, Langdon; Benedictus, Anthelm; "Come Holy Ghost," Allwood; Hymn, 232 (2nd Tune); Sevenfold Amen; God Save The King; Holy Communion (12 noon); Evensong (6 p.m.); Responses, Ferial; Psalm, 36. Trent; Magnificat, Smart; Nunc Dimittis, Wesley; Anthem; Hymns, 178 (1st part), 197, 23; Sevenfold Amen; Voluntary.

The Wesleyan Church, Queen's Road, (opposite Royal Naval Hospital), Wanchai. Sunday, 3rd July, 1921, 10.15 a.m. Divine Service and Church Parade. Subject: "Attention." 6 p.m. Short Evening Service, followed by the Holy Communion. Subject: "The Real Presence." Preacher, Rev. C. Clouston. Porri H.C.F. Special Soloist. The Wesleyan Sailor's and Soldier's Home, Arsenal Street. Sunday, 8.15 p.m. Chaplain's Meeting and Social Hour. Wednesday, 8.30 p.m. Study Circle and Class. Subject "Possession" introduced by Pte. Haultain. Friday, 5.30 p.m. 1st Wanchai Troop Boy Scouts. Parade. Sunday, 3rd July, 1921, Church Parade at Wesleyan Church, 10.15 a.m.

Church Service, St. Peter's West Point, 6th Sunday, after Trinity A.M. Patronal Festival, 8.00 a.m. Holy Communion, 11.00 a.m. Procession, Sung Eucharist and Sermon. Service, Merbecke Gradual, "Oh Gladsome Light" (Sullivan). Hymns, 542, 416 and 370.

First Church of Christ, Scientist, MacDonnell Road.—Sunday, 11.15 a.m.; Wednesday 5.45 p.m.

EAST INDIAN TOBACCO. Considerable alarm prevails in Dutch trading circles, states The Board of Trade Journal, on account of the unfavourable prices for East Indian tobacco. In order to try and improve the situation a deputation from the Chamber Commerce recently approached the shipping companies, and succeeded in getting the freight to Amsterdam reduced from 125 to 100 fl. per 800 kilogrammes. This reduction did not materially improve the situation. Ten leading tobacco firms, therefore, sent a request to the Freight Conference in Batavia, asking that the freight of tobacco might be further reduced, and similar endeavour was made by importing firms in Holland. Shipping companies have since agreed to reduce the freight to 75 fl. per 800 kilogrammes, as from March 14, 1921.

TRADE UNION CRISIS.

Is Movement Going Back?

Outwardly the Trade Union movement seems to be stronger and more powerful than ever; but those who study it from the inside (says a Labour correspondent to a Home Journal) are well aware that appearances in this case are deceptive, and some of the best friends of Labour do not conceal their anxiety regarding the position of Trade Unionism in this country to-day. During the war the movement grew by leaps and bounds, and the membership of the unions registered under the Act more than doubled, a point being reached where it was estimated that four out of every five persons of adult age belonging to what is called the working classes were in the unions.

Nominally this is still the case, and most of the unions publish paper figures that give the impression that the condition has not changed in any way during the last few months. For some time past I have suspected that these figures were misleading, and I set myself the task of making inquiries with the object of confirming or dispelling my suspicions. As a result of inquiries made with the assistance of some of the best informed men in the Trade Union movement, I am now satisfied that my first suspicions were correct, and the position of Trade Unionism to-day is anything but as bright as it is represented to be. There is a big slump in membership, and so far from showing signs of abating, this slump appears to be getting worse than ever.

Confidential figures prepared by the chiefs of the movement for private circulation reveal the startling fact that though paper membership remains much the same, there has been a fall of nearly a million in membership judged by payments, and at the present time the members are lapsing at the ruinous rate of nearly 50,000 per week. Side by side with this shrinkage in paying membership there is a corresponding and not unusual falling off in funds, and I have reason to believe that whereas the accumulated funds of the principal trade unions reached the figure of £4 to £5 per head in pre-war days, the total to-day is well below £1 per head, and the greater part of this belongs to a union that has been remarkably fortunate during the war.

If this society, with its 300,000 members was left out of count, it could be found that half-a-crown per head would represent the accumulated funds of all the other unions. Usually trade unions face a spell of bad trade such as they are now facing with financial reserves, but the position to-day is that a surprising number of societies are obliged to carry on with only a few hundreds of pounds in reserve, and many are actually in debt. I have been shown a list of eight important trade unions at present living beyond their means, with very slender balances at the bank and expenditure exceeding income at a rate that spells bankruptcy within a few weeks unless the position is improved at once.

This slump is partly due to unemployment, which always affects trade union membership, thousands of members lapsing in bad times, but we have had bad times before, and the effects to-day are worse than ever they have been. That being the case the responsible leaders are looking about for other explanations of the change that has come over the financial position of the unions, and they have put their fingers on certain contributory causes that will be put before the annual meeting of the General Federation of Trade Unions and the Trade Union Congress in the hope that they will be taken to heart by those who have the future of trade unionism at heart. One cause is the great increase in the cost of management, without a corresponding increase in the receipts from members. Many of the unions have more officials than are necessary, the cost under this head being much higher than any of the great friendly societies.

The salaries paid to officials before the war were generally on the same level as wages earned in the industries in which members were employed. In the last few years this state of affairs has gone, and to-day there are no trade union officials who are on the same level as their members with regard to earnings. In every case they have been raised to a standard well above that of the members, and in certain cases the salary increase to general

secretaries and officials is equal to from 300 to 600 per cent. above the pre-war rates. All this is reflected in the great increase in trade union management expenses, an increase that will come as a surprise to the general body of trade unionists when the next accounts are available.

It is passing from this subject I must not forget to mention the great increase in the expenses of delegates attending conferences called on one pretext or another. Before the war the number of national conferences of trade unions involving full delegate representation might have been counted on the fingers of one hand. Now the number ranges from 20 to 30 per year, and as each costs not less than \$10,000 on an average, it is easy to see that here we have one explanation of the greater cost of trade unionism to the workers.

In going about the country the leaders of most of the unions have been met with strong complaints about the way in which unions are being exploited by the "wild men," and the dissatisfaction has undoubtedly caused a great number of the more level-headed members to resign their membership. This is not surprising, for past experience has taught trade union leaders that meddling in politics is the surest way to reduce trade unionism to impotency and bankruptcy. So long as British trade unionism confined itself to its legitimate functions it prospered, but 12 months of the policy of throwing down challenges to the State at every opportunity has brought the trade union movement face to face with its most critical period, and in the opinion of those who are no mean judges may yet reduce the whole movement to the helplessness that marks the trade union movement in France, in Italy, and those other countries where the development of the movement has been affected by political intrigues and exploitation by the anarchists and other theorists who see in the union a possible instrument of revolution.

SHANGHAI POLICE RESIGNATIONS.

Purely Individual Dissatisfaction.

Eight members of the Municipal Police have tendered their resignations on the ground of being dissatisfied with conditions of service, in particular with reference to salary. The suggestion that the action taken by these men indicates a general feeling of dissatisfaction needs qualification, in view of the special circumstances attending the cases in question.

It appears that there was recently conducted the usual examination for promotion to the rank of sergeant, and the eight men in question were amongst the competitors, numbering altogether over 50 men, all of whom qualified to sit for the examination by virtue of 18 months' service in the force. Fifteen men failed to pass the examination, the same eight men being amongst this number at the bottom of the list, and accordingly they forego such advantages as a pass would have afforded them. In these circumstances, the resignations were sent in, and as there appears to be no reason for exceptional treatment in the matter of pay and promotion, no doubt they will be accepted by the Council in due course.

The men in question applied to the American authorities for enlistment in the U.S. Navy, but could not be accepted, being British subjects. We believe the suggestion was made, however, that an application made in Manila might possibly receive a hearing.

WOMAN'S GREATEST ENEMY

is Constipation, and it is equally a curse to men. Constipation makes men and women thin, sallow and ill-tempered, is the cause of coated tongue, foul breath, liverishness, bilious attacks, pimples and sick headaches.

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SMOKING.

We take the following from the *Journal of Tropical Medicine*, being an extract from an article written by Dr. Cantlie.

The dangers of smoking are several, some of them serious and some of them merely functional and evanescent: the intermittent pulse of boys and youths learning to smoke, especially noticeable in pipe smoking; the dangers to the lips due to the hot stem causing chronic irritation and leading to sores with an epitheliomatous nature; the hot smoke persistently impinging against one point on the tongue, a condition averted by the continual movement of a cigar, or better still of a cheroot, with its wide end leading to a diffusion of the smoke over a wider area and thus lessening the chances of the tongue being burned or irritated.

The inhalation of the smoke and even the swallowing of the smoke of the cigarette are calculated to act in a detrimental manner, causing dyspepsia and "shortness of breath" etc. It is said that the poisoning induced by smoking disappears from the system in three days after leaving it. This is more or less true, but there are certain conditions of vision, toxic amblyopia, scotoma, etc., which give rise to anxiety as to ultimate recovery.

As general rules in smoking the following may serve:—

- (1) Watch the effect of smoking particular kinds of tobacco which cause irregular or intermittent action of the heart and pulse and avoid them.
- (2) He who is accustomed to one kind of tobacco, be it in pipes, cigars, cheroots or cigarettes, should not change to another suddenly. Better leave off for, say, three days altogether before changing, say, from Manila or Indian cigars to Havannah and vice versa.
- (3) Smoke the same quantity every day.
- (4) Do not smoke on an empty stomach. Have food before the morning smoke always, be it only tea and bread.
- (5) Do not smoke when over-tired.
- (6) Do not smoke for, say, an hour before going to bed.

WORLD-WIDE SPORT.

J. H. Kirkwood, the Australian open golf champion, has arrived in St. Andrews. He was accompanied by Victor East, another Australian professional. They engaged in a three-ball match along with H. E. Taylor, a well-known member of the Royal and Ancient Club, the professionals giving the amateurs two up. Kirkwood beat Taylor by 3 and 2, and the amateur beat East by 3 and 2. The champion had a fine score of 70.

Tom Newman, the billiards champion, took an unfinished 587 to 1,024 in his match against Lawrence—the highest break ever made with ivory balls, apart from George Gray and anchor cannon freak efforts. The previous best was 994 by Stevenson. Mr. Arthur Graham is retiring from the secretaryship of the Scottish Referees' Association after 18 years' service.

Clarence Todd has been chosen as the fourth member of the Canadian team to meet Australasia in the first round of the Davis Cup lawn tennis competition in the last week of July.

Burnley's Spanish tour has been abandoned. The club has received word that the Spanish Football Association has suspended the Barcelona Club's ground to the end of June, and the English Football Association notify that they are unable to give permission to English clubs to play against that club.

Lord Rosebery has been re-elected a vice-president of the Surrey County Cricket Club.

T. B. Pienaar has been elected captain and W. H. Morkel vice-captain of the South African Rugby football team which is to tour New Zealand.

THE WRONG TO READ.

If you have to hold the print too far away to see clearly, the eye will be strained to make out the fine print. If you have to hold the print too close that will strain the muscles of the eye. Either way is bad. When you cannot read any fine type held at proper distance—say 14 inches from your eye, have your eyes examined in the Hongkong Optical Co., Successor to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, and have the satisfaction of using a pair of right seeing and right fitting glasses.

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NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship

"SHINYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & SHANGHAI.

The above named Steamer arrived on Thursday the 30th inst. Consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at Consignees' risk. Storage will be assessed on cargo remaining undelivered after 7th July, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, the 7th July, 1921, at 11 a.m. No claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer. No fire insurance whatever will be effected.

Y. TSUTSUMI, Manager.

Hongkong, 30th June, 1921.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA via YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE Company's Steamship

"ARABIA MARU"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 5th July, 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, Y. YASUDA, Manager.

Hongkong, 29th June, 1921.

SUGGESTED LIMITATION OF ENTRY.

The British Merchant Service League has issued a pamphlet (Booklet B) in which are given some interesting figures regarding the number of entries of officers to the British Merchant Service. The figures are given in support of the policy of the League, that entry of officers into the service be controlled and regulated. The following paragraphs appear in the booklet in connection with the subject:—

"We have spent some considerable time in investigating the very meagre (but quite sufficient for the purpose) available statistics on the subject. The last year for which these statistics were compiled and published by the Board of Trade was 1911, but as it so happens, these figures are more suitable for our purpose than those of recent years would be by reason of the fact that 1911 was a perfectly normal, average year. The following is the result of our investigations:—

Masters and Mates.—The number of Masters and Mates in actual employment in the Foreign Trade on April 3, 1911, was 13,817 five per cent. only of whom were employed in sail. The number of Second Mates certificates issued by the Board of Trade during that year was 829. These are the figures. Now for the analysis. Assuming the sea-going life of an officer to be forty years, one fortieth of the total number of officers (345) will require replacement each year. To this figure (345) must be added two per cent. of the total number. (26) for death and permanent disability rate, making 371. This figure, then, represents the number of new officers that were required in 1911 to meet the needs of the Service, and it will be noticed that we have made no allowance for the fact that, although tonnage was increasing, the total number of vessels (sailing and steam) in the Foreign Trade was steadily decreasing at the rate of eighty to ninety per annum. Yet 826 new officers were manufactured; thirty-three per cent. more than employment was available for.

Engineers.—In dealing with the case of the engineer officers we must include the statistics of the Coasting and Home Trade in addition to the Foreign Trade because the same examination applies to both trades. The returns show that on April 3, 1911, the number of engineer officers in actual employment was 17,589. The number of Second Class certificates issued by the Board of Trade during that year was 1,111. One fortieth of this number (440) will require replacement each year. Add two per cent. of the total (352) for death and permanent disability rate, and we obtain the figure of 792 as being the number of new officers for whom employment was available in that year.

But another factor existed in the case of engineer officers at that time (1911); the supplanting of the sailing ship by the steamship, although nearly complete, was still going on. This would render necessary, assuming no surplus existed (a false premise), the creation of a surplus of officers sufficient to meet the expansion of the steamship carrying trade. We will not quote here the exhaustive calculations by which we have arrived at our conclusions (they would be tedious), but officers can take it that our figures are fairly reliable. An ample surplus for the year 1911 would have been 160; so that, had no surplus of officers existed at that time, which was known not to be the case, no justification whatever, existed for the creation of more than 932 engineer officers. Yet the Board of Trade

certificated 1,111, or seventeen per cent. more than employment was available for.

This may, at first sight, appear to be, relatively, a more favourable position than that in which the navigators were placed. A moment's reflection, however, will convince anyone acquainted with the conditions that it is not one whit better. It is well known that it has been, and still is, the practice to carry a greater proportion of uncertificated officers in the engineering than in the navigating branch. Indeed, under the existing examination regulations, this practice is a necessity. Thus, owing to the fact that the entry of these uncertificated officers is uncontrolled, the certificated engineer finds the bottom knocked out of his market in just the same degree as the navigator.

There was nothing abnormal about the 1911 figures we have quoted. In every way that was a normal year. The final figures for the two following years (the last two complete pre-war years), were they available, would show that our conditions were getting instead of better. Here are the numbers of new officers created in those two years.

| | Second Mate. | Second-Class Engineer. |
|------|--------------|------------------------|
| 1912 | 795 | 1270 |
| 1913 | 856 | 1351 |

Even the most perverted casualist's reasoning could not justify the state of affairs disclosed by this analysis of the figures. Yet this damnable system has been going on for generations, and is still with us to-day. This is the cause of permanent unemployment: this is why your employment carries no guarantee of continuity; this is why your salary has always been insufficient to provide a margin; this is why your standard of life is nearly submerged; and this is why it is more than time that the engines were reversed, for at the rate we are going our standard of life will very soon be driven beneath the surface altogether. The examinations must be throttled, and entry to officers, rank in both branches must be limited to the number the industry can give employment to.

As regards the navigating branch, if the argument against this remedy is that it would react unfairly on those boys who, after four years' sea-service, would be obliged to relinquish the profes-

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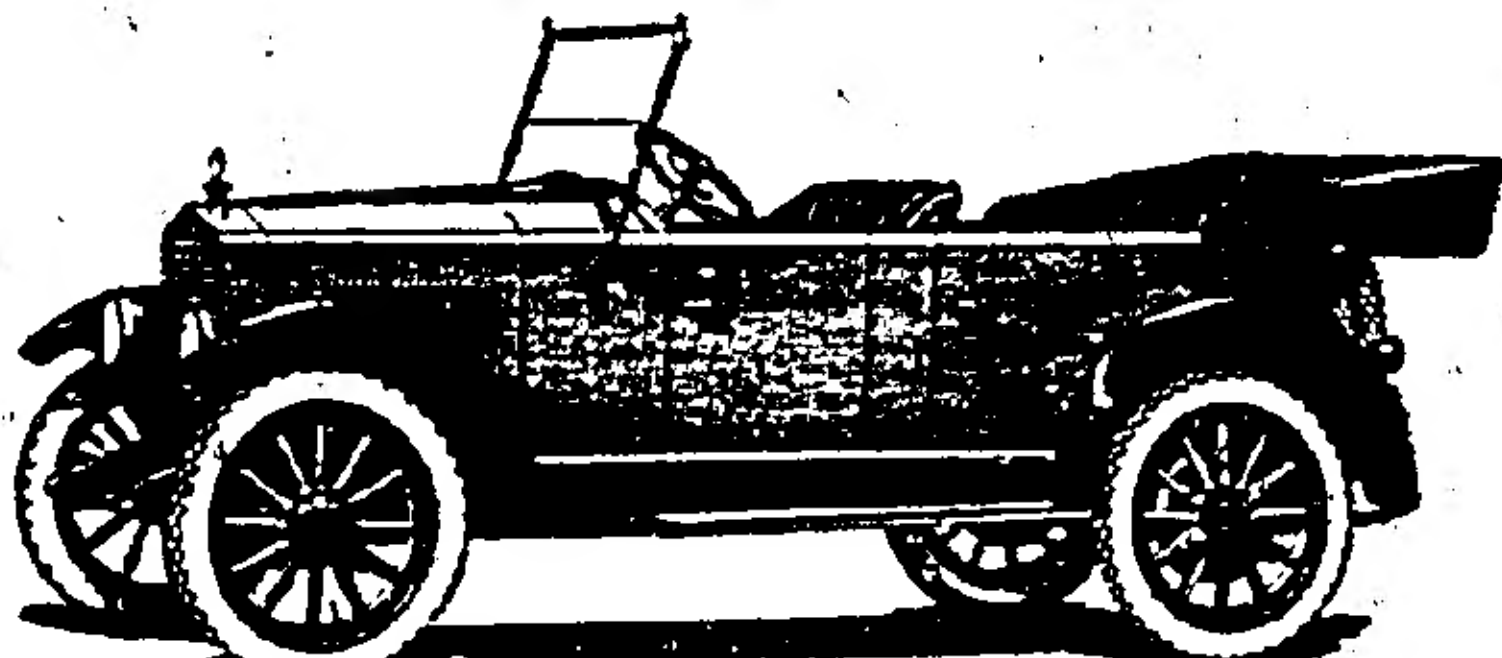
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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who are our agents there.

Death.

EMBERLEY.—On June 28th, 1921, at 126, Sinza Road, Shanghai, William Henry EMBERLEY (late of Mackenzie and Co.), dearly loved husband of Clara EMBERLEY, aged 59 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 2, 1921.

A PASSING THOUGHT.

Another six months have slipped by. The local Government gave the Banks a holiday from public business yesterday so that they might have opportunity to tidy up their affairs. Behind closed doors the work of settling up was going on; they were putting things straight. And while they were doing it and the city was wearing a quiet and half-deserted appearance one could not help wishing that all the other people in the world were busy settling up their affairs also. What a day yesterday would have been if this morning the world could have awakened and said in reference to its many contemporary troubles "They're all settled."

We are still keeping armed troops in Germany and way over across the border Poland is still restless. Greek and Turkish soldiers are still fighting over goodness knows what, and Greece has intimated to the Allies that it is purely a military matter. Ireland is in the throes of a war, the seriousness of which we out here little realise. Britain and many another country are the scenes of industrial warfare, as relentless and almost as costly as an armed conflict. China—to come a little nearer home—is still the land of unrest and internecine strife, and there is evident a general strengthening of the forces of disintegration. Among the larger nations there are still feelings of distrust, much talk and little action regarding disarmament, much anxiety as to the secrets of international diplomacy. And so one could go on extending the list almost indefinitely, showing that, despite the travail of the immediately past years and all known human experience, there is a reluctance to act upon the undeniable truism that there are more victories in peace than in war. The world is in arrears in its work, just as the Banks were yesterday. Little bits of essential work have been left over here and there, certain transactions haven't been cleared up and the sum total of outstanding settlements amounts to a confusion a little bewildering. We have the hopeful knowledge that there is constant effort towards a betterment but the world seems to need a day off from the ordinary routine of things in which it can assail the task of putting its house in order.

That task is not an easy one and it is fraught with many grave dangers. The settlement of the world's problems needs to witness the operation of a new spirit—the spirit of helpful co-operation. The old idea of getting all one can and "maakee" the rest has to be made a back number. Capital must co-operate more with Labour, the big nations must co-operate more with each other and with the smaller ones, too. Men must recognise that they are men first and nationals of one particular country after. Barriers and prejudices must give way before a more comprehensive survey of humanity as a whole. Would that we could model our social and international arrangements as the Banks do theirs—have half-yearly settlements.

NOTES & COMMENTS.

Home Politics.

Reuter is not particularly anxious to give us much news regarding the Home political situation. For all that we might otherwise learn, the political atmosphere of Britain is calm and serene with Mr. Lloyd George as the central all-dominant figure. But that isn't quite so. Only the other day there was an incident at the National Liberal Club which showed the Premier in a rather unpopular light with the main of the Liberal Party, and if one carefully peruses the Home papers coming to hand it is easy to see that the star of Mr. Lloyd George, if by no means likely to set just yet, is on the wane. In a Japanese paper we noticed yesterday a cablegram through the well-known Kokusai service which stated that the Rt. Hon. Dr. Christopher Addison had suddenly resigned. According to the *Daily Mail*, which made this announcement, the resignation was the result of a revolt among the followers of the Government. The same journal asserted that the revolt was likely to endanger the stability and existence of the Lloyd George Cabinet. As no confirmation has been received of this message it must be counted as a little premature, though it can be taken as an indication of which way the wind is blowing. The Government has lost a considerable amount of sympathy and the extravagance of public administration and a manifesto was recently signed by many Members of Parliament and presented to the Government protesting against expenditure which had been incurred without the consent of Parliament. The last general election was only so recent as December, 1918, and the Government has soon lost the wide measure of confidence reposed in it at that time. The many industrial disputes, the growing expenditure of the various Departments, and the paucity of real legislative relief for the people have combined to swing the political pendulum. Just how much it has swung, we shall have to wait a little longer to determine.

There was admitted into the Kwong Wah Hospital yesterday a Chinese male suffering from stab wounds alleged to have been inflicted by a man named Lee Hoi who has since been arrested. The assault took place in the Kowloon Dock.

The alleged perpetrator of an assault, in which the victim received a number of stab wounds on the shoulder, has been arrested by the Hongkong Police following representations made to them. The affair took place at Dock Street yesterday.

The name of Mr. Bisham Dass Madan, who acted as Deputy Assistant Surgeon in Hongkong during the war, is mentioned in a list of persons whose names have been brought to the notice of the Secretary of State for War for valuable services rendered in connection with censorship duties.

Labour in Canton.

There has been a lot of evidence lately from Canton showing that the Labour movement there has grown to a considerable extent. Not only in connection with the workers on the Canton-Kowloon Railway but in regard to the mechanics recourse has recently been had to the strike weapon to remedy grievances. It is interesting to note in this connection that our contemporary, the *North China Daily News*, had a word or two to say on this matter the other day. Having remarked that Canton and Shanghai march very closely where labour unrest is concerned, it went on to say that these cities are the two centres in China which more fully than any other recognise the strength of the strike weapon, and there is a great fondness for its use. As a matter of fact, apart from these two places the industrial strike is almost unknown in the country, for the closing of shops and student ebulitions in the interior do not come into the category of the real handling of Labour strength. In Canton the mechanics have taken advantage of the power which numbers have given them, and have forced a substantial advance in wages and conditions of employment, and now employees in the tea trade are trying to follow suit. So we have in two great ports of the country signs of a steady and apparently substantial advance in wages and it bears out a prediction made many months ago by those at the head of the Whangpoo Conservancy. A report on the future of Shanghai as a port suggested that sooner or later in the future, when intercommunication became more rapid and frequent, it would be found that wages of workers in the great ports throughout the world would largely approximate. The process of levelling up East with West seems to be taking place in dead earnest. High cost of living has galvanized into action people whose minds were already made ripe for unrest through the efforts of propagandists.

Notice is given that British nationals who desire to file claims for compensation under Article 297 (c) of the Treaty of Peace with Germany in respect of damage or injury inflicted upon their property rights or interests, in German territory as it existed on 1st August, 1914, by the application of exceptional war measures or measures of transfer, should communicate as soon as possible with the Controller of the Local Clearing Office, Courts of Justice.

Notice is given in the Government Gazette that the Governor in Council purposes to make an order under the Highways Ordinance, No. 21 of 1910, for the narrowing of the street at Hok Un extending from Kowloon City Road in an easterly direction by stopping up and closing the northern portion of such street, reserving only a foot-way 8 feet wide along the northern boundary of Section A of Kowloon Marine Lot No. 53. Any person objecting to the proposed order must forward his objection in writing to the Colonial Secretary not later than the 18th day of July, 1921.

COMMERCIAL EXHIBITION.

A Commercial Goods Exhibition is being organised by the Shanghai Chinese General Chamber of Commerce, and will be held in August. The different provinces are requested to send goods to be exhibited.

DATE & DAY.

FOUR MINUTE MAN MADE UP OF PRITTS SACKTIONS.—Emsworn.

With a stab wound in the back, inflicted by an assailant who is still at large, a Chinese was removed to the Government Civil Hospital on Friday.

The Sincere Company has on show a diamond stone valued at over \$60,000, and it is said that this is the largest stone that has ever come to the Far East.

Mr. J. R. Satter, Commercial Commissioner in the Far East for the Government of New South Wales, sailed yesterday on the steamer Korea Maru for Kobe.

It is by notified that on and after the 1st July, 1921, the price of filtered water supplied from Lai Chi Kok Water Boat Station will be at the rate of 50 cents per 1,000 gallons.

A report was made at the Central Police Station this morning that a Chinese passenger who arrived here by the Fatahan had \$30 and a quantity of clothing stolen from him whilst he was asleep on board.

Mr. W. G. Saunders, of Messrs. Reiss and Co., left Hongkong yesterday for Shanghai, on his way to Hankow, where he will again take up his duties as manager for the Company there.

There was admitted into the Kwong Wah Hospital yesterday a Chinese male suffering from stab wounds alleged to have been inflicted by a man named Lee Hoi who has since been arrested. The assault took place in the Kowloon Dock.

The alleged perpetrator of an assault, in which the victim received a number of stab wounds on the shoulder, has been arrested by the Hongkong Police following representations made to them. The affair took place at Dock Street yesterday.

The name of Mr. Bisham Dass Madan, who acted as Deputy Assistant Surgeon in Hongkong during the war, is mentioned in a list of persons whose names have been brought to the notice of the Secretary of State for War for valuable services rendered in connection with censorship duties.

There was a very fast game at Sookunpo on Thursday when the R.C.A. (No 88 Coy.) beat 2nd Wiltz Regt. (B. Coy.) at hockey by one goal to nil. Both teams were fairly evenly matched, but during the second half of the game, the Gunner's combination was slightly superior to that of their opponents. The Rev. M. W. Shewell, C. F., and Lieut. Hammond, R. E., were referees.

Mr. J. M. Hickson writing from Hankow on 10th June, says that the thankoffering for the Mission of Healing he conducted at Hongkong has indeed been a most liberal one, and that it is a help to him in meeting his expenses in visiting the poor parts of China, where the average offering per mission amounts to about sixty dollars. He is glad to hear that the follow up work in Hongkong is going forward well.—Church Notes.

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1896

HONGKONG TWENTY-FIVE YEARS AGO

Compiled from the "Hongkong Telegraph" 25th for week ending July 16th, 1896.

July 3rd.—The rate of the Dollar, on demand, to-day is 2s. 2-3/8d.

POLICE DOINGS.

July 3rd.—This afternoon the Police were drawn up on parade in the billiard room of the Central Police Station to witness the presentation of well-earned medals to Constable G. Hogarth and Chinese constable Li Lin for conspicuous bravery in arresting the desperado in Wanchai who, after holding up a shop on the night of the 2nd, May last, brutally murdered a watchman. These medals carry with them a small monthly increase in pay.

VIVA EL REPUBLICANO AMERICANO.

July 4th.—To-day the 20th anniversary of the day on which the bald-American eagle first screeched—he has been at it ever since—passed very quietly in Hongkong. The genial United States Consul received all callers this morning and liberal bowls of punch and milk punch at Thomas's Grill Rooms and Bay View attracted considerable attention. A patriotic citizen of the Republic awoke the echoes near the clock tower about noon, this being the nearest approach to a salute heard. All the American ships in port dressed in their newest and brightest bunting.

HISTORICAL CHIPS.

July 8th.—A meeting of the Legislative Council was held at the Council Chamber this afternoon. His Excellency said that he had the honour to lay upon the table copies of the correspondence which had passed between himself as Governor of the Colony and the Secretary of State for the Colonies with respect to the petition which was addressed by the ratepayers of the Colony to the Secretary of State. Mr. Chamberlain apologises for not having dealt with this question before owing to press of business. He states, that, as Lord Ripon said in 1894, the status of Hongkong as a Crown Colony could not be changed.

Mr. Chamberlain however, recommended two changes, one in the Legislative Council in which he recommended the inclusion of the Officer Commanding the Forces as an official member, whom he suggests be a person representing Chinese interests as that would probably make them take a greater interest in affairs. With reference to the Executive Council, Mr. Chamberlain agreed with the Governor's recommendation made in 1895, for two unofficial members to be added to that, and His Excellency announced that he would appoint as the senior unofficial member of the Council Mr. O. P. Chater, and also Mr. J. J. Bell-Irving to that Council. As the new unofficial member of the Legislative Council he had appointed Mr. Wei Yuk, a well-known and excellent man, thoroughly qualified for the office.

THE CORONET.

An enthralling problem that casts a new light on human passions had a most successful introduction at the Coronet yesterday. Before an audience which took up every seat in the little theatre, a story that created a sensation on its first appearance in a well-known New York journal, was unravelled and created a deep impression by its original feature and the wonderful acting of its characters. Because of a deep wrong which had been inflicted on him, "Black Paw" the skipper of a trading schooner disclaimed his Creator, and raised in his own son a living re-incarnation of his own wicked self. Basing the aftermath on the well-known saying that "a man will reap what he sows," the author represented the tribulation of the skipper as coming in the form of a choice between killing his son, whom he paradoxically loves in spite of the hatred that exists between them, and the sacrifice of the honour of a daughter. It is the solution of this problem that comes as the climax to the drama of "Godless Eden."

This film, which was produced in the famous studios of the Goldwyn Corporation, is being shown as a week-end feature at the Coronet.

CORRESPONDENCE.

The Housing Problem.

Sir.—The public in general will await with keen interest the result of the investigations of the Committee appointed by His Excellency the Governor to enquire into the housing question.

There is one aspect of the matter which I hope the Committee will not lose sight of, viz., the indirect responsibility of the Government for the recent shortage.

How many residents are there who could, if they would, tell from their own experience of unnecessary protracted and tedious negotiations with the Public Works Department for the allotment of a building site? One is indeed fortunate if one can get a building site from the Government within six months, and then only after the expenditure of an enormous amount of energy and the display of almost superhuman patience and determination to see things through.

Why cannot our Public Works Department be made to realise the importance of speed and efficiency, and the damping effect of their dilatory methods when any private individual comes forward with an earnest desire to build? And why should it not be possible to modify the present cumbersome procedure so that in future should anyone be fired with enthusiasm to build all that he would have to do would be to ask his architect to plant stakes on the boundary of the desired site and to have the land sold by public auction within one week, leaving the exact survey to be completed after purchase. Although this is the crude way of staking a claim, it has the great advantage of being simple and straightforward, and if Government officials would only trouble to understand human psychology a little better, they would realize that when a man is "hot" about anything he will accomplish a great deal more than when he is put off a long time and allowed to grow "cold" about it.

If there is an insufficient number of surveyors in the Public Works Department then, Sir, let us have a few more, but I hope that you will help to emphasize the importance of more prompt and business methods on the part of the Public Works Department.—Yours etc B. A. HUSTLER.

Hongkong, 1st July, 1921.

Between Ourselves

By Robt. MacWhirter.

Between you and me I'm right, glad that this big fight is just about over. Joe, he's been very excited for quite a while back and he's read every scrap about the two of them. It's about a year ago since the bullbuloo first started in the shape of a catch-as-catch-can competition between prospective promoters and I'll bet ye there was some dirty work done before it was finally fixed up. Starting about last April this office began to take notice and to believe half of what they read concerning Carpen-tay (that's Joe's way of pronouncing him). The "y" is broad as in keynote). Then bye and bye American pug began to filter through per U.S. Shipping Board.

Every prizefighter should know how to write his name, as it is one of the most important parts of the business. First he must sign articles for the fight then he must sign articles for the newspapers.

From the look o' some o' yon papers at the rate Dempsey writes it would take him 4½ years to sign all the articles that are supposed to be his. Maybe he's got a private secretary though. From the publicity he's been getting I wouldn't be a bit surprised to hear the members of his cabinet announced next week.

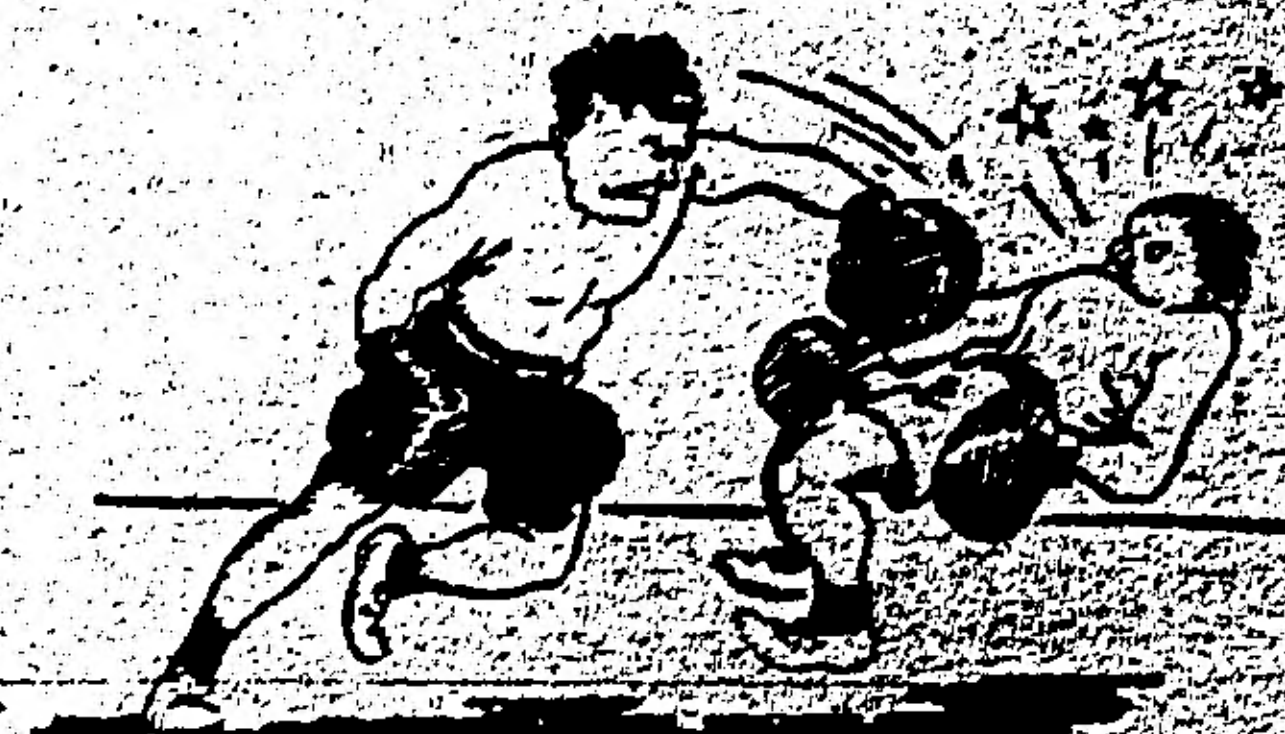
Reuter has devoted quite a lot of his clients space and money in the way of descriptive matter. There have been wild tales of the wreckage done to gear. Punching bags have been viciously strewn to the wind and sparring partners have been made

to look like Car-ping-year's (the "y" is silent as in steak) second best shadow. Big bulky blokes have been binging at old Dempsey's jaw till his teeth began to smoke while quarter ton anvils and bags of cement were employed at intervals in order to ward against that K.O. feeling so apt to over come a boxer after the first going. If Car-pin-shay, (this "o" is silent as in McWhirter) has said everything he's been quoted as saying, then his wind is all right. Joe said the other day that he had taken all his decorations over w' him. H'm. He may add to their number while he's there.

The H.C.B. (high cost of boxing) keeps growing larger and larger. One of these days they'll be floating a national loan for the next big fight and issuing bonds for the purse. Who ever wins anyway will not be broke financially if Reuter is to be trusted. I wouldn't mind being put to sleep for less than half the amount.

The last time I was knocked out was w' an empty beer bottle. That was what I got for being kindhearted and trying to separate a streetfight. I got no money for that. No, all I got was lump like a duck's egg and find 10/- Moral: it takes more than one to make a League of Nations. I don't know who's going to win but naturally I'm putting money (imaginary) on the likes of the two. Whether Dempsey can lick Carpen-tay doesn't worry me. Everybody will know that in time.

What I'm most curious about is whether or no he can pronounce his name!



NOTICE

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33 x 4
33 x 4 1/2
34 x 4
34 x 4 1/2
35 x 4 1/2
35 x 5
"NOBBY" CASINGS
880 x 120
875 x 105
TUBES
32 x 4
33 x 4 1/2
34 x 4 1/2
United States
ROYAL CORD
Tyres

THE WAR IN IRELAND.

Sinn Fein Leaders' Modified Views.

What do the Sinn Fein leaders think of peace prospects? That is the question (writes a special correspondent to a Home Journal) to which I have endeavored to obtain an answer, the following statement, supplied by one of the most trusted of the Sinn Fein intellectuals, in constant touch with the leaders, being the result:

"An Irish Republic need not be a star to Irish peace. That is the considered view of nine out of every ten of the men who direct the activities of Sinn Fein to-day, and those who wield the greatest influence in our ranks. De Valera and Arthur Griffiths among the number are ready to waive the demand for a Republic, and even to acknowledge the supremacy of the British Crown if conceded the right of Ireland to manage purely Irish affairs. There is absolutely no thought in the minds of responsible leaders of setting up a Navy or an Army. The matter has been talked over more than once in my hearing, when there was no suggestion of putting forward views for British consumption, and with two exceptions there was agreement that a standing army was a luxury that self-governing Ireland could not afford."

A DANGER ENDED.

"As for the idea that Ireland might, in the event of a European war, ally herself with the foes of Britain, that is not to be considered seriously, for the simple reason that the implacable hatred of Britain and the British that would be the sole justification for such a policy exists only as long as the British and Irish peoples are at war, and once you establish peace between the two countries you put an end to the danger. What is forgotten is that the British people outside Ireland of Irish birth or descent far outnumber the total population of

Ireland to-day, and in allying ourselves with Germany or any other country we would be allying ourselves with them against our own flesh and blood, a thing that is repugnant to the Irish nature.

"I am forced to admit frankly that, up till quite recently, the majority of those who control the Sinn Fein policy were out and out Republicans, and were not disposed to listen to any suggestions—for a settlement that refused the concession of an independent Republic. Lately a profound change has come over their attitude, and in the inner circles of Sinn Fein there have been keen discussions as to the wisdom of standing out for a Republic. There are one or two men very prominent in the movement who are firm for a Republic still but the conversions have been numerous and important, and that fact alone justifies me in saying that a Republic need not be a ban to Irish peace if Britain is really anxious to bring about peace."

MICHAEL COLLINS' POSITION.

"It has been said in some quarters that Michael Collins and some of the so-called extremists are standing in the way of a settlement by consent. It is not the case that Collins and some of his friends are selfishly standing out for personal immunity from punishment. I know the sentiments of Collins well, and know that he has placed himself at the disposal of the leaders of the movement, expressing his readiness to surrender and to submit to any punishment the British authorities may impose, rather than have it said that he stands in the way of a generous settlement of the Irish question."

VEGETABLE OIL AS FUEL.

Experiments are being conducted in tropical countries into the possibilities of vegetable oils as fuel. In 1920 China exported vegetable oils to the total value of over \$1 million tons.

ON THE WATERFRONT.

N.Y.K. Manager Transferred.

Mr. E. Yasuda, manager for the Nippon Yusen Kaisha at Hongkong, has received notice of his transfer and promotion to the office of the Company at Tokyo, it was learned this morning. Mr. Yasuda, who has been manager at this port for two years, will become manager of the Eastern Freight Department in the Head Office of the N.Y.K. The new manager of the Company's house here will be Mr. K. Kamel, who is at present stationed at Nagoya as manager. Notice of Mr. Yasuda's promotion was received with mixed feelings by the Japanese community in Hongkong because of his great popularity. He is president of the Japanese Residents' Society. Mr. McCombe Dead.

The death of Mr. Tom McCombe, a popular travelling purser on Toyo Kisen Kaisha steamers for many years, is reported from San Francisco. Mr. McCombe has been on sick leave since early this year, when he was removed from the Tenyo Maru at Yokohama because of his poor state of health and was taken back to America. He underwent a serious operation for an internal complaint a few months ago, but never recovered sufficiently to resume his duties. Mr. McCombe died about six weeks ago, according to the report received in Hongkong. He leaves a widow, but no family.

Korea Maru Sails.

The Japanese steamer Korea Maru sailed for San Francisco at noon yesterday, taking from this port 30 first, 24 second, and 200 steerage passengers, most of whom are booked through to America. The cargo is of a general nature. Calls will be made by the Korea Maru at Keelung and Shimidzu for the purpose of loading part of the early crop of the new season's tea for the American market.

Capt. Hans Thompson Dead.

The May number of "Pacific Mail," the house magazine of the Pacific Mail Steamship Company, contains news of the death of Capt. Hans Thompson, who was one of the best known skippers in the trans-Pacific trade. Capt. Thompson died at Manila on April 12, after he had been taken ashore seriously ill from his vessel, the West Conob. He was 59 years of age and the most active part of his career was spent in the service of the Pacific Mail. His long association with its vessels engaged in service between San Francisco and the Far East made him a well-known and highly respected officer on the China coast. He had been a visitor to Hongkong, on and off, since the nineties on the old and the newer vessels of the Pacific Mail Steamship Company. The body of Capt. Thompson was interred at San Francisco.

THE GEISHA.

Russian Company's Farewell Performance.

The Russian Light Opera Company gave their last performance in Hongkong at the Theatre Royal last night. The piece staged was "The Geisha." The singing was splendid, all the songs receiving an enthusiastic reception and in the majority of cases encores were called for and given. Mr. Elin, in the role of Reginald Fairfax, acted his part well and his songs were greatly appreciated. The part of Cunningham Fairfax's friend, was taken by Mr. Gromakovski. There was not much in that part, but Mr. Gromakovski furnished the horn pipe in true nautical style and his dancing met with the success that it deserved. Miss Rutkovskaja made a splendid geisha girl in the part of Mimosa but the way in which she appealed to her audience most was with her singing. Her well-controlled voice, with her clear and steady top notes, made a great impression and after each of her songs the theatre clamoured for more. The role of Miss Molly Fairfax's fiancée, was filled by Miss Charkaisa, who showed herself to be an actress born, in a part which suited her so well that it might have been made for her. Mr. Valli, as Wang Chi, the manager of the tea house; Mr. Krugloff, as Katana; and Mr. Elinoff, as Imari, all took their parts well and although most of their jokes, being in Russian, were, of course, completely lost upon the audience, they contrived to be very amusing and provoked a great deal of laughter. The role of Miss Smith was filled by Miss Gornkai and Miss Malinovskaja took the part of Miss Juliette.

DAIRY FARM NEWS.

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MOTHERHOOD PERILS.

A provision that no woman during the six weeks following her confinement shall be allowed to work at any industrial or commercial undertaking, is contained in a memorandum by Sir Alfred W. Watson, the Government Secretary, on the Washington Draft Convention, which has been issued by the Ministry of Health.

It is further provided that if a woman is in such employment she shall have the right to leave her work upon production of a medical certificate stating that her confinement will probably take place within six weeks. Sir Alfred points out, however, that it would appear open to question whether in practice the benefits could be limited to employed women, and it seemed not unreasonable to assume that following the adoption of the Convention there would spring up an immediate and an insistent demand for the extension of the benefit—or at any rate a part of them—to mothers of every social class, irrespective of any question of employment. Such a demand would be peculiarly difficult to resist.

With a benefit fixed at no more than 20s. per week, the cost for each woman would be £14, including £2 for medical attendance. Whether a particular married woman would or would not return to work after her confinement it was impossible to determine. Nevertheless, some test would have to be applied if the right to benefit depended on the settlement of the point.

If the benefits were universal, at £14 for each birth, the cost would be over £15,000,000 a year. The Convention lays down that the benefits are to be provided either out of public funds or by means of a system of insurance.

WELL DONE, MAJOR!

In a letter received in Shanghai is a clipping from a Liverpool paper of May 10 giving a picture of Major E. C. Cressy. The letterpress under the picture states: "Major Edward Cressy Cressy, a British officer captured by the Poles and led out to be shot, saved his life by defying his captors and declaring: 'You will hit the British flag if you shoot!' The picture of Major Cressy is readily recognized by those who know him when attached to the Indian branch of the Police in Shanghai."

MUSIC BY WIRELESS PHONE.

A unique incident occurred during the homeward voyage of the White Star liner Olympic, which arrived at Southampton from New York by means of wireless telephones musicians on board the Olympic entertained the passengers on the outward-bound Canard liner Aquitaine, 250 miles away, to banjo solos, which were distinctly heard.

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| SHOES | \$25.00 | | \$5.00 | | \$12.50 each |
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| BELTS | \$2.50 | | \$1.00 | | \$1.00 each |
| HANDKERCHIEFS | \$10.00 | | \$4.50 | | \$4.50 doz. |
| DRESS SHIRTS | \$7.50 | | \$4.00 | | \$4.00 each |
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WHEN YOU THINK OF BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO. LTD.

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OF
MACARONI, VERMICELLI, PASTE
STARS, ECC NOODLES &c.

RING UP—2290.

FRENCH LESSONS.

G. MOUSSON.

15, Morrison Hill Road.



Photo: Mee Cheong.

H.M.S. Titania's Marathon Club.

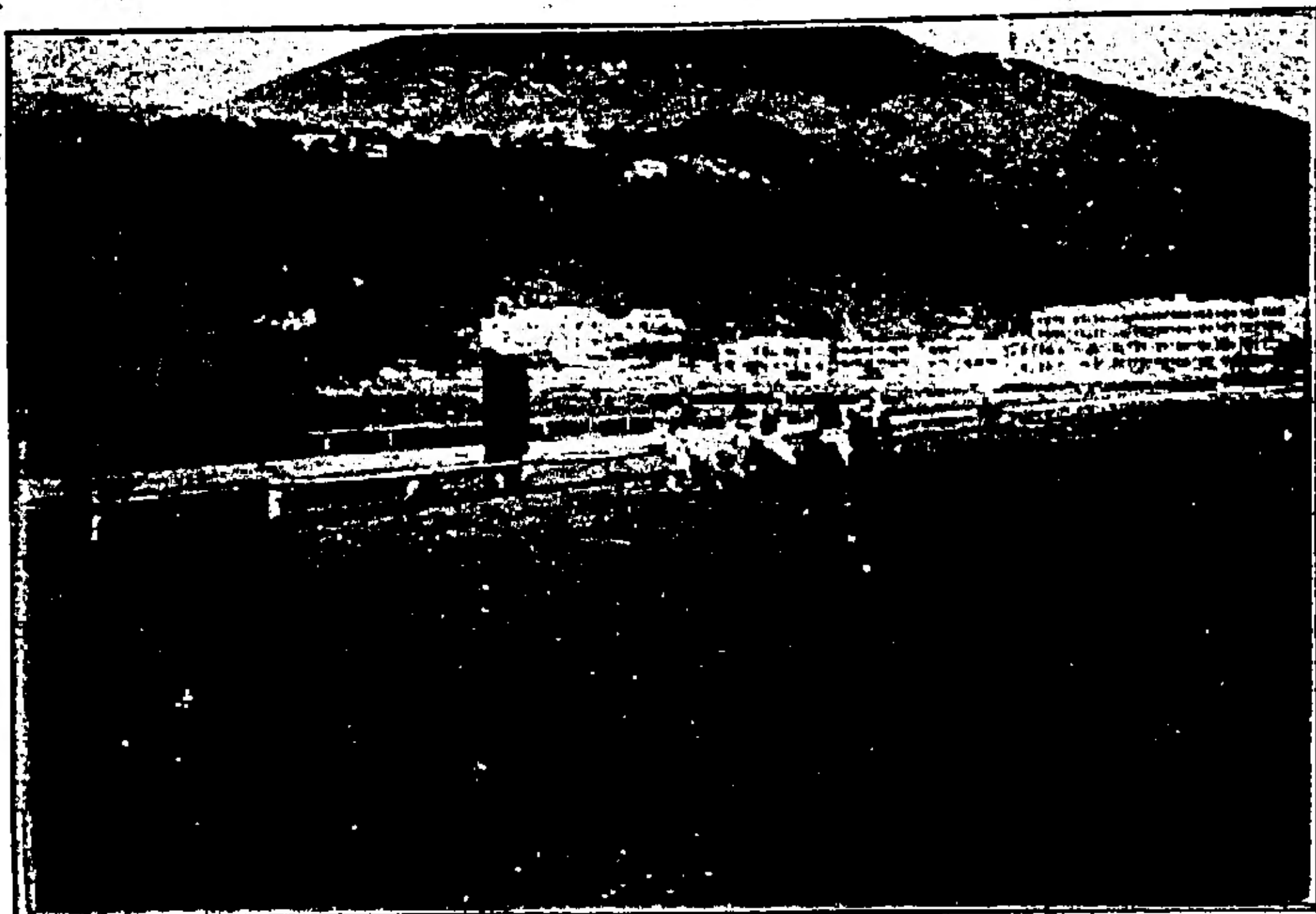


Photo: Mee Cheong.

Mr. Doyle on Flywheel winning the A. Class Handicap.



Photo: Mee Cheong.

Mr. Soares on Dandy Child.



JIM JEFFRIES.

LORD LONSDALE.

JIM CORBETT.

Trio, suggested by Mr. Tex Ricard, to judge to-day's big fight.



Georges Carpentier.



M. Descamps, Carpentier's Manager.

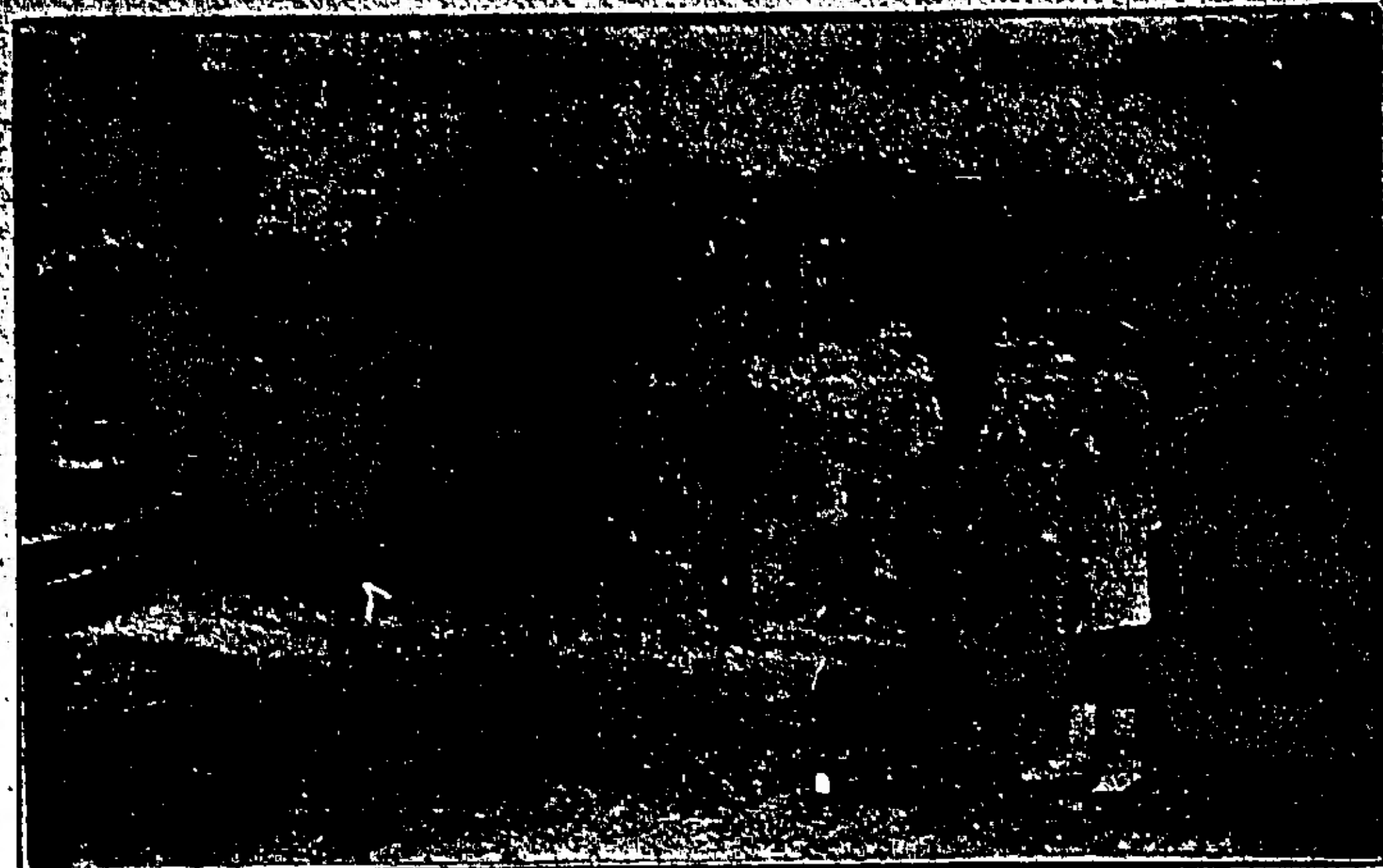


Photo: Mee Cheong.

Mr. Doyle, winner of three races at last Saturday's Gymkhana.



Photo: Mee Cheong.

Mr. Grimstone on Peanut, winner of Distance Handicap.

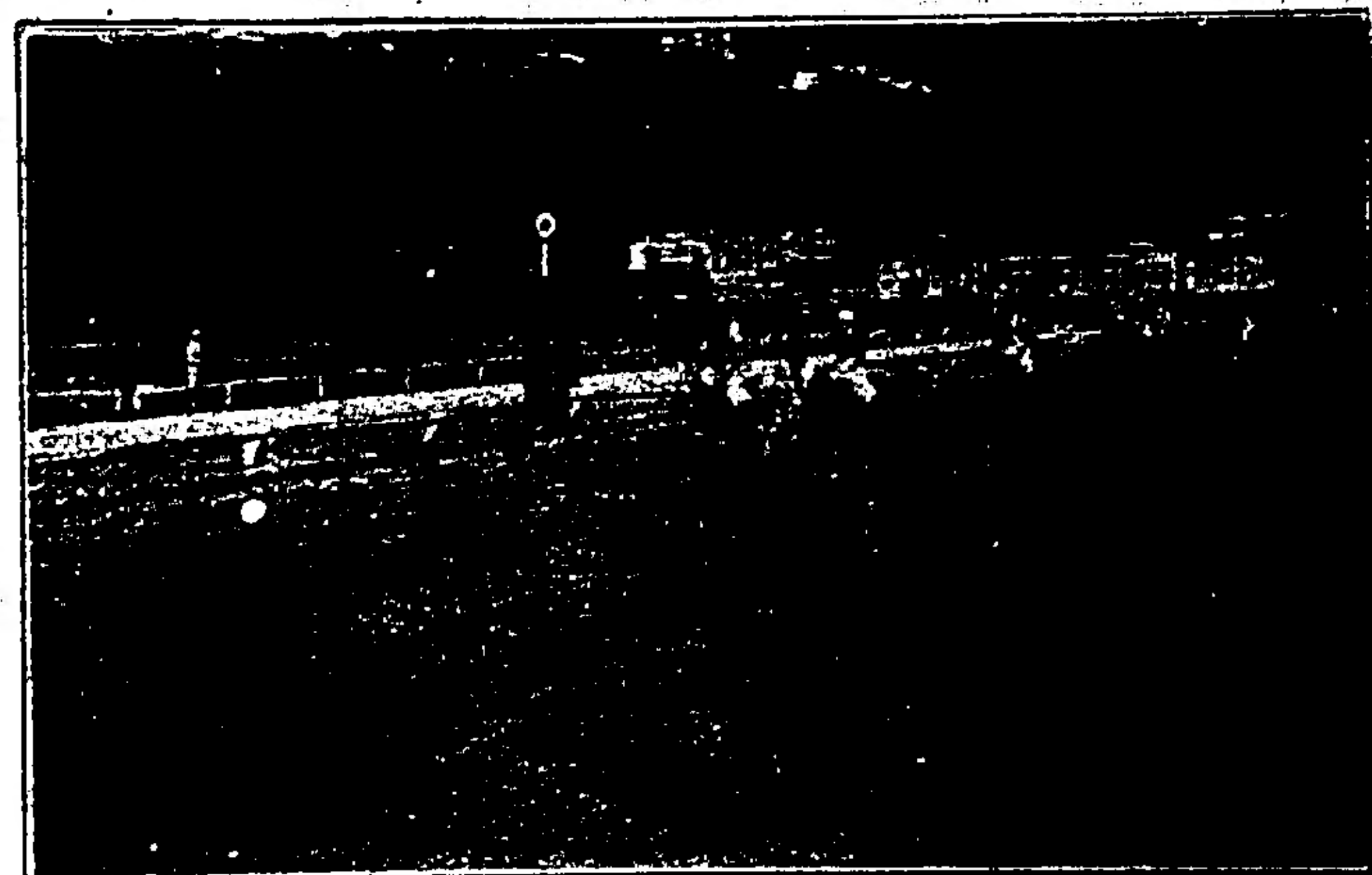
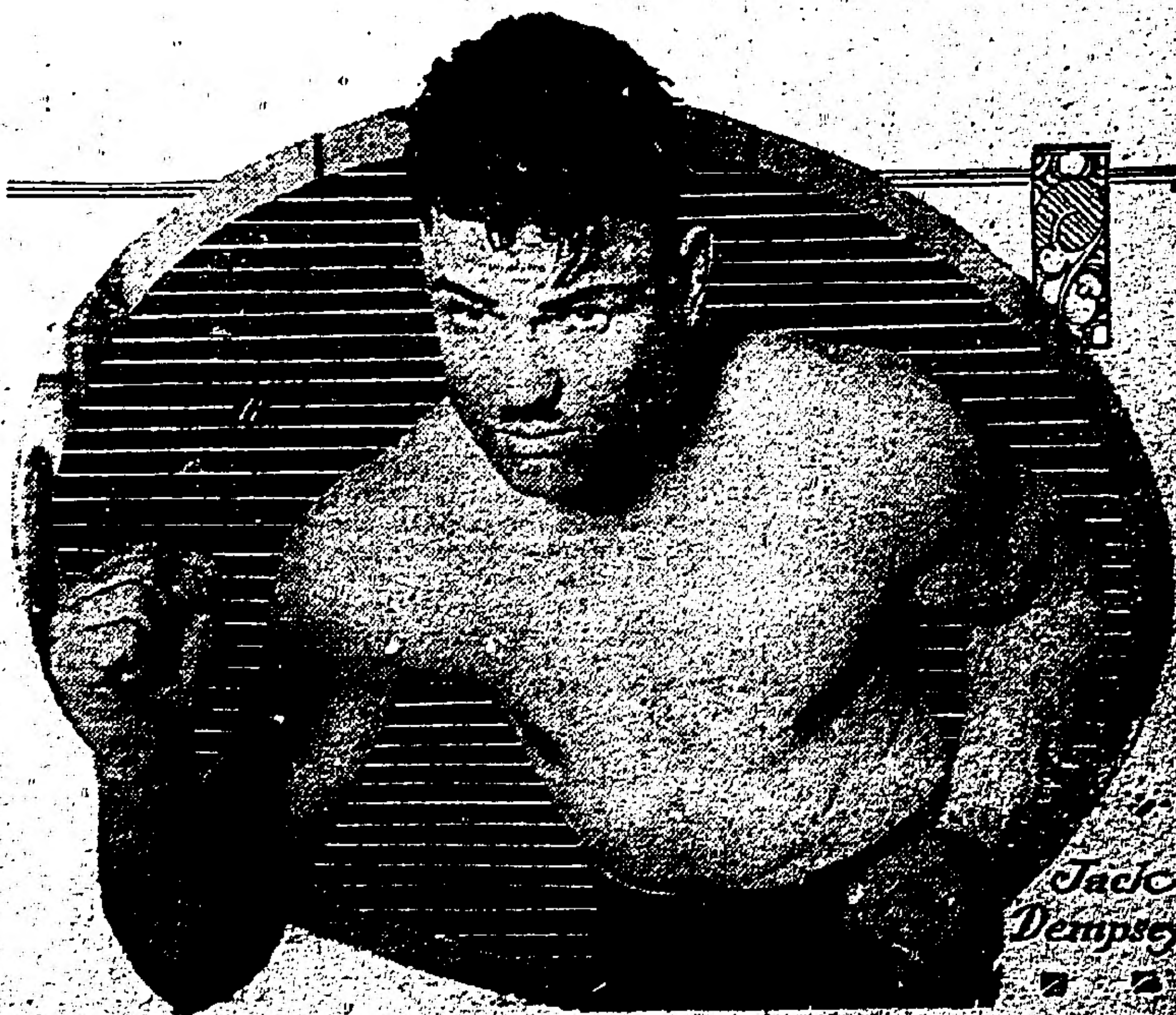


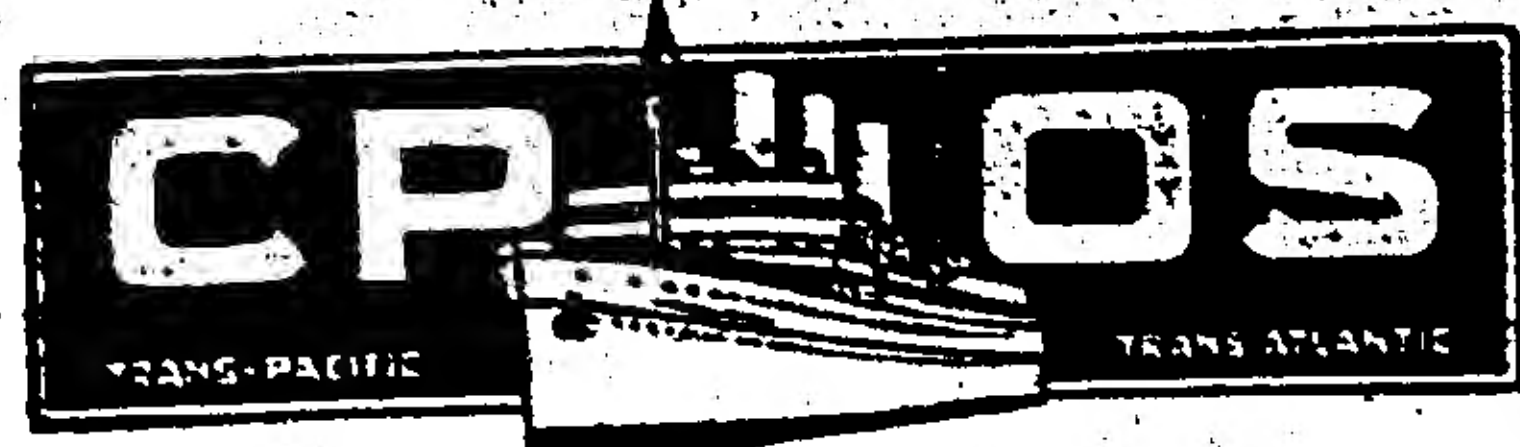
Photo: Mee Cheong.

The Five Furlongs Race. A close finish.



Jack Dempsey

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal.

| PACIFIC STEAMER | FROM HONGKONG | DUE VANCOUVER | ATLANTIC STEAMER | FROM CANADA | DUE LIVERPOOL |
|-----------------|---------------|---------------|------------------|-------------|---------------|
| E. Japan | July 13 | Aug. 3 | E. France | Aug. 13 | Aug. 19 |
| E. Asia | July 21 | Aug. 8 | E. France | Aug. 13 | Aug. 19 |
| E. Russia | Aug. 18 | Sept. 5 | E. Britain | Sept. 10 | Sept. 16 |
| Montague | Aug. 23 | Sept. 12 | Melita | Sept. 23 | Oct. 21 |
| E. Asia | Sept. 15 | Oct. 3 | E. France | Oct. 18 | Oct. 23 |
| E. Japan | Sept. 20 | Oct. 11 | E. France | Oct. 18 | Oct. 23 |
| E. Russia | Oct. 13 | Oct. 31 | Victorian | Nov. 11 | Nov. 20 |
| E. Japan | Oct. 26 | Nov. 19 | E. Britain | Nov. 20 | Dec. 4 |

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers & held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard sleeping cars, compartments & drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 752. Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

| Steamer | Leave Hongkong | Arrive Honolulu | Leave Honolulu | Arrive San Francisco |
|-----------|----------------|-----------------|----------------|----------------------|
| KOREA M. | July 1 | July 1 | TAIYO M. | 22,000, Aug. 12 |
| SHINYO M. | July 16 | July 16 | SIBERIA M. | 20,000, Aug. 27 |
| PERIA M. | July 30 | July 30 | TENYO M. | 22,000, Sept. 9 |

* Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES, LEAVE HONGKONG.

CHYO MARU, July 19th. Cargo only.

GINYO MARU, July 16th. Aug. 15th.

For full information, read this page in the "Herald" and apply to—

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRAINE & DIXON, INC.

GREEN STAR LINE

Operating via coastwise & foreign account of the

UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" ... 6th July.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" ... 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISO" ... 20th Aug.

Also, cargo accepted for transshipment at San Francisco and or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE & PHILADELPHIA, NEW YORK & BOSTON.

Through bills of lading issued to all U.S. and Canadian ports.
Overland common points.

HONGKONG OFFICE: 1st Floor, Prince's Building, 12, Des Voeux Rd., Tel. 3023.

PACIFIC SHIPPING



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS.

SAILING DATE

"ROBERT DOLLAR" ... via SUEZ ... JULY 10TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe & Yokohama.

| S.S. | Wheatland Montana | From Hongkong | Arrive Seattle |
|------|-------------------|---------------|----------------|
| .. | .. | July 20 | .. |
| .. | Silver State | Aug. 13 | Sept. 2. |
| .. | Crosskeys | Aug. 15 | .. |
| .. | Keystone State | Sept. 2 | Sept. 22. |
| .. | Wenatchee | Oct. 2 | Oct. 22. |

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coaxel ... July 22.
Through Bills of Lading issued to Overland common points.
Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansion.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

"LAKE ONAWA" ... Sailing Aug. 3.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions.

Tel. 2477 & 2478.

PASSENGER OFFICE.

Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER

July 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.,
THE ADMIRAL LINE,
AGENTS.

Telephones 2477 & 2478.

5th floor, Hotel Mansions.

WATERHOUSE LINE.

REGULAR TRANS-PACIFIC FREIGHT SERVICE

Operating U. S. Shipping Board steamers

Between

SEATTLE-TACOMA-VICTORIA-VANCOUVER

and

CHINA, JAPAN and PHILIPPINE ISLAND PORTS.

S.S. WEST JAPPA 15th July.

Further sailings to be announced later.

Through Bills issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

3rd Floor, Prince's Building

Telephone No. 1062.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DEUCALION" ... via Suez Canal ... 3rd July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON.

REISS & CO.

CANTON



REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Pakhoi

S.S. "TAIKWA MARU" ... on or about 7th July.

FOR KEELUNG via Swatow & Amoy

S.S. "HUIZUI MARU" ... on or about 7th July.

For further particulars, please apply to—

M. KOBAYASHI,

AGENT.

Branch Office,

No. 37, Bonham Strand, West.

Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO

STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. & 2 p.m. (Sundays at 9 a.m. only.)

From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only.)

Bank Holiday Excursion. 1st July, s.s. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 4 p.m.

Further information may be obtained at the City's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

COMMERCIAL NEWS

CHINESE COAL.

The Ministry of Agriculture and Commerce has granted licenses for opening coal mines at Harbin, Shan, Kyungki, Heilong, by Shen Chun-mun, at Tsui, Kie Chen, Poshan, Heilong, by Chen Tamin, at Si, Ling Shan, Ning Koo, by Wang Jan-chung, and at Van Chong, Heilong, by Wang Hai-tui.

NATIVE BANKS IN SHANGHAI.
There are now sixty native banks which carry on the business of bill of exchange in Shanghai. Recently, another native bank, called Tung Tai, was organized with a capital of Tia. 80,000. The Tung, a native bank is being organized in Shanghai, with a capital of Tia. 80,000. The bank will soon be opened.

JAPANESE COTTON MILLS.
The Japanese are establishing a number of cotton mills in Taiwan. The International Spinning and Weaving Company has established three mills, one to manufacture 30 counts thread which will shortly appear in the Chinese market. The Great Japan Spinning and Weaving Company has been organized. There are three companies which will also establish mills.

CANTON-HANKOW RAILWAY.
In connection with the continuation of the Canton-Hankow Railway the construction of eight bridges is necessary. The bridges will require 90 tons of steel plates. Quotations have been received from the Yangtze Construction Company (\$343 per ton) and the American Steel Corporation (\$274 per ton). The order is to be placed with the Yangtze Construction Company. Construction has begun on the Hunan-Hupeh section of the Canton-Hankow Railway from Chuchow to Hanchow. The length is about 80 miles. The first division will be made from Shuechow to Kankow.

CHINESE STRAW BRAID.
The plaiting of straw braid is an old industry which already existed at Cheloo when the port was opened to foreign trade in 1862. The industry under foreign impetus, has grown to such proportions that it is now the main source of income for a considerable part of the population of the central part of Shanghai. It has also extended to other provinces, such as Chihli and Shanxi; in fact, wherever wheat is grown braid is plaited. In addition to Cheloo, Tientsin and Kiaochow are important markets for this article; and owing to the more convenient facilities for transportation offered, the trade was, for the greater part, diverted from Cheloo to the two rival ports. The total export abroad in 1919 was 102,604 piculs, which decreased to 53,065 piculs in 1920. Out of this total, 18,163 piculs came from Tientsin, 10,055 piculs from Kiaochow, and only 15 piculs were contributed by Cheloo. The more important purchasers were Japan (21,000 piculs), America (18,831 piculs), and Great Britain (9,540 piculs).

CHINA MAIL S.S. CO., LTD.

FAST FREIGHT AND PASSENGER STEAMERS
"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S. S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE

July 22nd Sept. 16th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, Freight & Passenger Agents

1st Floor, Prince's Building, Tel. No. 1934.

1st Floor, Prince's Building, Tel. No. 2161.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

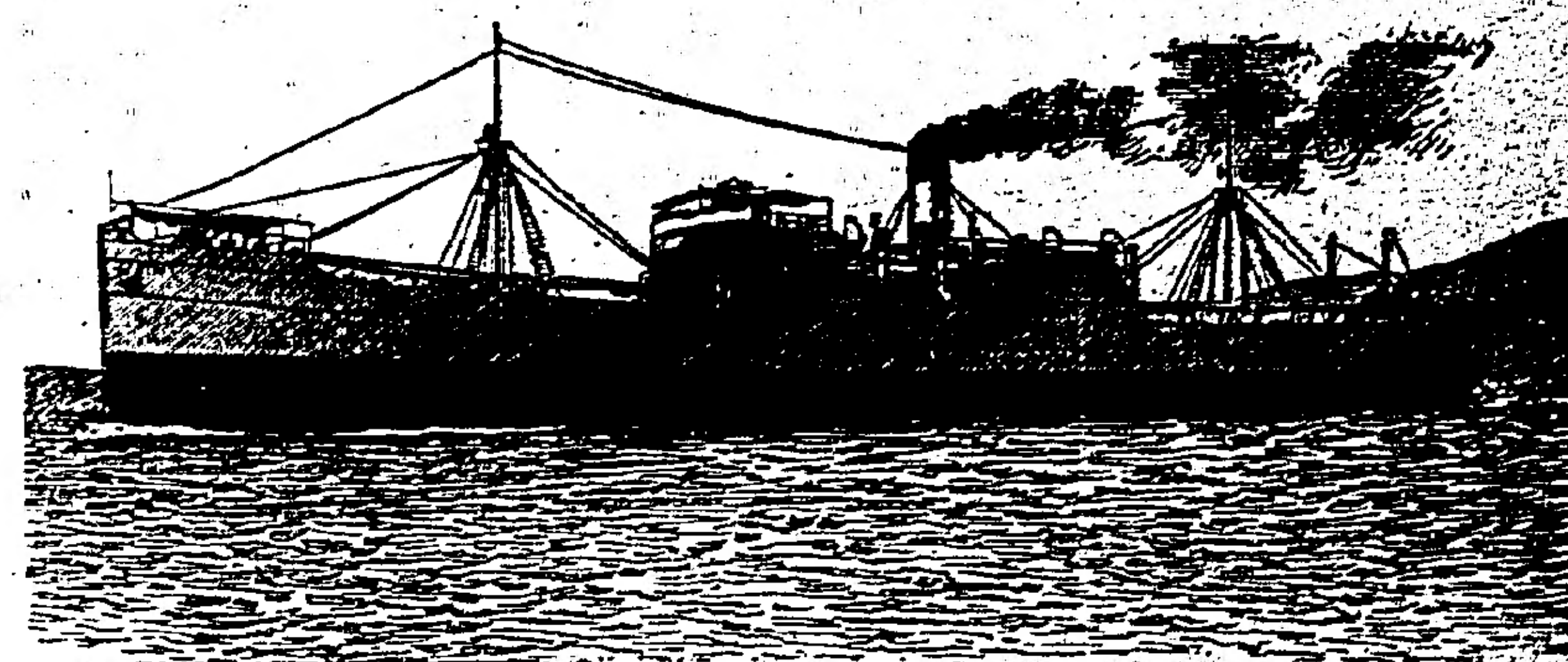
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition

Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R.M. DYER, B.S., M.N.A., KOWLOON DOCK, HONGKONG

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CETOV, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hong-kong (about) | Destination |
|---------|-------|------------------------|-----------------------------|
| DILWARA | 5,400 | 9th July | Singapore, Colombo & B'way. |
| SYRIA | 7,000 | 23rd July | M'les, London & Antwerp. |
| KALYAN | 9,000 | 6th Aug. | M'les, London & Antwerp. |
| MANELA | 7,200 | 19th Aug. | M'les, London & Antwerp. |
| KASHMIR | 9,000 | 2nd Sept. | M'les, London & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|----------|-------|-----------|---|
| TORRILLA | 5,200 | 13th July | Calcutta via Singapore, Penang & Rangoon. |
|----------|-------|-----------|---|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---------|-------|-----------|---|
| KANOWNA | 7,000 | 25th July | Malbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney. |
|---------|-------|-----------|---|

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|----------|-------|-----------|-------------------|
| KANOWNA | 7,000 | 5th July | Yokohama & Kobe. |
| G. APCAR | 4,700 | 7th July | Shanghai & Kobe. |
| KALYAN | 9,000 | 10th July | Shanghai & Japan. |

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 34ft. x 14ft. x 14ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Voeux Road Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU Friday, 8th July, at 11 a.m.

YOKOHAMA MARU Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU Wednesday, 6th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

AKI MARU Tuesday, 16th Aug. at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOYO MARU Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Saturday, 2nd July.

TOTOMI MARU Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU Sunday, 3rd July.

MISHIMA MARU Thursday, 7th July, at 11 a.m.

TAMBA MARU Tuesday, 12th July.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | For |
|-----------|-------------|----------------------|------------------------|-------------------|
| Childar | Java | in port | 2nd July | Java |
| Tjibodas | China Ports | 2nd July | 8th July | Belawan-Deli/Java |
| Tjiluwong | Java | 12th July | 17th July | China Ports |
| Tjisalak | S'hai/Japan | 14th July | 18th July | Java |
| Tjibeet | Java | 15th July | 21st July | Japan |

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All cargoes carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

| Steamer | From | Expected on or about | Will leave on or about | For |
|------------|------|----------------------|------------------------|-----|
| Tjisondari | Java | End of June | San Francisco. | |

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Yok. Buildings
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

Regular Sailings to
NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LLOYD TRIESTINO.

Taking cargo or through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

† Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UNKEZI" Sailing about 31st July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030 Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leaves Hongkong for Australia |
|----------|---------------------------------|-------------------------------|
| CHANGSHA | 11th July | 14th July |

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL, STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

| Steamers | Sailing |
|---|------------------------------|
| LONDON, GLASGOW, ROTTER- DAM & HAMBURG | "City of Brisbane" 10th July |

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

| Vessel | Due Hongkong |
|------------------|--------------|
| M.V. "GLENLUCE" | 6th July. |
| S.S. "GLENSHANE" | 12th July. |

HOMEWARDS.

| Vessel | Leaves Hongkong | Discharges |
|-----------------|-----------------|---------------------------|
| M.V. "GLENVYLE" | 5th July. | GENOA, LONDON & HULL. |
| "GLENLUCE" | 25th July. | LONDON ROTTERDAM & H'BURG |
| "GLENNAVY" | 25th July. | GENOA, LONDON & HAMBURG. |

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents,
Tel. 3207. 113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

| Destination | Steamer | Sailing |
|------------------------|-----------|---------------------------|
| MANILA | Wagans | Sat. 2nd July at 3 p.m. |
| SHANGHAI via Swatow | Hangsang | Mon. 4th July at noon. |
| TIENHSIN | Chipsing | Tues. 5th July at 4 p.m. |
| HAIPHONG via Hoikow | Taksang | Tues. 5th July at 8 a.m. |
| SHANGHAI | Kwongsang | Tues. 5th July at 10 a.m. |
| BANGKOK via Swatow | Foosang | Tues. 5th July at 10 a.m. |
| SHAI & T'au via Swatow | Tungshing | Wed. 6th July at noon. |
| STRAITS & Calcutta | Namsang | Sat. 9th July at 3 p.m. |

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoikow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENHSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Saturday, 9th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|-------------------------|----------|---------------------|
| H'HOW, PHOI & H'PHONG | KaHong | 5th July at 9 a.m. |
| SWATOW & BANGKOK | Chengtu | 5th July at 10 a.m. |
| SHANGHAI & PUKOW | Szechuen | 5th July at 4 p.m. |
| NEWCHOWANG | Yunnan | 5th July at 4 p.m. |
| AMOI, M'LA, CEBU & TILO | Linan | 6th July at 4 p.m. |
| SHANGHAI | Soochow | 7th July at noon. |
| SHANGHAI & TSINGTAO | Yingchow | 9th July at 4 p.m. |
| W'WEI, CHEFOO & T'SIN | Kueichow | 11th July at 4 p.m. |
| SHANGHAI & PUKOW | Shantung | 12th July at noon. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landred in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Agents.
Hongkong July 2, 1921

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|-------------------------|
| Maiching | A. H. Stewart | FRI. 1st July at noon. |
| Hailong | W. Cooper | TUES. 5th July at noon. |
| Hailong | W. C. Farnmore | FRI. 8th July at 1 p.m. |

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call:—Moji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodation, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

NEW COMPANIES.

The China-Hong Steamship Navigation Company, established by Chinese, has been registered by Chinese Ministry of Agriculture and Commerce. The "Tung Hai" Merchants Steamship Company of the Kiang, established by Chinese, has been registered by the Ministry of Agriculture and Commerce. The T'ai Tai Steamship Company was established to run ships between Wuhu and Lu Kiang in Anhui. The Company has petitioned the Customs Inspector of Wuhu for a license.

EX-GERMAN SHIPS.

In a letter to the London Times on June 20, Lord Inchcape stated that nine former German ships which were advertised for sale to British nationals only one of which are still being bought by the Germans for repatriating refugees from the Baltic provinces, on behalf of the League of Nations, have been sold to a German buyer, with the concurrence of the Reparations Commission, for an uncommonly good price which it would be impossible to obtain from British buyers. It has now been decided after June 30 to throw open the market to the world for ships left unclaimed by British buyers. Lord Inchcape declared that the liquid resources of British shipowners appear to be getting exhausted.

FRENCH SHIPOWNERS' ENTERPRISE.

Several new services by French companies are in prospect, or have been arranged, and one, which will be of special interest to sportsmen—only a temporary and special event—is the running, on or about June 20th, of the Leopolda, to and from New York, so that both travelling and accommodation facilities may be at hand for those wishing to attend the Carpentier-Dempsey match. This unit of the C. G. T. fleet has been chartered for the purpose by the Compagnie Francaise de Tourisme. At New York passengers will be expected to live on board, and to invite their guests, the inclusive fee for the trip being 4,500f, which, at to-day's rate of exchange, is less than £100.

SUPPLIES FOR OIL BURNERS.

Liverpool is giving a lead to other ports in the Kingdom in regard to the provision of facilities for oil-burning ships trading with the port to replenish their supplies of this liquid fuel. Divergent as the views in shipping circles are on the merits of oil as a source of marine motive power, there are those who evidently believe it has a big future, judging by the enterprise of the Mersey Docks and Harbour Board and private firms, for the erection of huge oil tanks on the site on the banks of the Mersey at the Dingle. The work of erection on the Dingle site, which is now all agog with industry, has made such progress that there are at present eleven steel tanks completed, with a holding capacity of 92,000 tons of oil. It is claimed that two of these structures are the largest in the world. They are owned by the British Petroleum Company, who are running pipelines from the tanks to the beach as far as the Beacon Light. The Cunard and White Star Lines are already being supplied by the British Petroleum Company.

REGARDING COPRA CARRYING.

The Board of Trade has issued a very useful notice regarding the sea carriage of copra—a cargo whose liability to fire has recently caused underwriters very severe losses. This states that experience shows that copra cargoes are not more liable to fire than many other cargoes, and as recent fires in copra cargoes are attributable not to spontaneous combustion, but to ignition from sparks, cigarette ends, etc., special care should be taken to guard against fire arising from such causes. Shippers are therefore recommended to see that not only the bags or mats in which it may be shipped are dry, but that the copra itself is as free as possible from moisture. Shipmasters and officers are advised to reject any damp copra bags or mats. The copra, if carried in a lower hold, should not be stowed up against a bulkhead liable to heat, efficient ventilation should be provided, and where large quantities of copra are carried, temperatures should be taken night and morning and a record kept. Openings of ventilators should be protected with fine gauze or other contrivance to minimize the risk from sparks and smoking, and the use of naked lights in the hold or lower hold should be strictly prohibited.

NOTICES.

THE CIGAR DE LUXE.

"PERFECTO"
Actual Size

Golofina

PERFECTOS.

Possesses a delicate flavour
and aroma which will give
you a new appreciation of a
good cigar.

Obtainable at all Tobacconists.

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

EXCHANGE.

Opening Rate: closing Rate
on Page 11.
SELLING.

| | |
|--------------------|---------|
| 1/1T | 2/7 |
| Demand | 2/7 1/2 |
| 30 d/s | |
| 60 d/s | 2/7 1/2 |
| 4 m/s | 2/7 1/2 |
| 1/1T Shanghai | Nom. |
| 1/1T Singapore | 111 1/2 |
| 1/1T Japan | 101 1/2 |
| 1/1T India | 201 1/2 |
| Demand, India | |
| 1/1T San Francisco | 49 |
| & New York | |
| 1/1T Java | 148 1/2 |
| 1/1T Marks | Nom. |
| 1/1T France | 600 |
| Demand, Paris | |

BUYING.

| | |
|-----------------------|-----------|
| 4 m/s. L/C | 2/8 1/2 |
| 4 m/s. D/P | 2/9 1/2 |
| 4 m/s. L/C | 2/9 1/2 |
| 30 d/s. Sydney and | 2/10 1/2 |
| 30 d/s. San Francisco | 52 1/2 |
| & New York | |
| 4 m/s. Marks | Nom. |
| 4 m/s. France | 6.60 |
| 6 m/s. France | 6.80 |
| Demand, Germany | |
| Demand, New York | 42 1/2 |
| 1/1T Bombay | Nom. |
| Demand, Bombay | 201 1/2 |
| 1/1T Calcutta | Nom. |
| Demand, Calcutta | 201 1/2 |
| On Yokohama | 101 1/2 |
| Demand, Manila | 105 |
| Demand, Singapore | 111 1/2 |
| Demand, Batavia | 148 1/2 |
| On Haiphong | Nom. |
| On Bangkok | 81 |
| Exchange | Nom. 7.50 |
| Gold leaf per Tael | 49.80 |
| Bar Silver, ready | 35 1/4 |
| forward | 35 1/4 |
| Bank of England rates | 6% |
| New York/London | 3.73 |

SUBSIDIARY COINS.

| | |
|--------------------------|--------------|
| 1/2 being 50 cts. pieces | par. |
| 40 | par. |
| 1/2 | 1 1/2% dis. |
| Current 5 cts. coins | 15 1/2% dis. |

Hongkong July 2, 1921.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.

| Banks. | |
|-------------------|------------------|
| H.K. & S. Bank n. | 737 1/2 ex right |
| do Rights | sa. 135 pm |
| Bk. of E. Asia | b. 150 |

| Marine Insurances. | |
|--------------------|------------|
| Cantons | b. 402 1/2 |
| North China | b. 144 |
| Unions | s. 240 |
| Yangtze | n. 26 |
| Far Easterns | b. 22 |

| Fire Insurances. | |
|------------------|------------|
| China Fire | b. 120 |
| H. K. Fire | b. 317 1/2 |

| Shippers. | |
|------------------------|-----------|
| Douglas | b. 61 |
| H.K. Steamboats | b. 26 1/2 |
| Indos (Pref.) | b. 33 |
| Indo Def. Lon/Reg. n. | 215 |
| Indo Def. H.K. Reg. n. | 270 |
| Shells | s. 115 |
| Ferries | b. 31 |

| Refineries. | |
|-------------|--------|
| Sugars | n. 200 |
| Malabona | n. 55 |

| Mining. | |
|-------------------|-----------|
| Kailans | b. 80 |
| Langkate | b. 11 |
| Shanghai Loans | n. 11 |
| Shai Explorations | b. 1 |
| Rauhs | b. 24 1/2 |
| Ironohs | b. 21 1/2 |
| Ural Caspians | b. 21 1/2 |

| Docks, Wharves, Godowns, &c. | |
|------------------------------|------------------|
| H.K. Wharves | s. 96 1/4 sa. 96 |
| K. Docks | n. 213 1/4 |
| Shai Docks | b. 156 |
| N. Engineerings | b. 15 1/4 |

| Lands, Hotels & Buildings. | |
|----------------------------|---------|
| Centrals | b. 142 |
| H.K. Hotels | b. 195 |
| H.K. Lands | sa. 211 |
| H. Phreys-Est. | sa. 11 |
| & Land Lands | b. 35 |
| Reclamations | b. 122 |
| West Points | b. 60 |

PASSENGERS DEPARTED.

Per s.s. KOREA MARU—Mr. & Mrs. S. Bisney, Mr. F. Bumann, Mr. M. F. Dong, Mr. T. H. Dimerville, Mr. H. Eadie, Mr. R. A. Gowen, Mr. J. N. F. Forbes, Mr. & Mrs. A. S. Hitchcock, Mr. G. Haley, Mr. Ho Ki, Mr. K. Hattori, Mr. Emmet Jones, Mr. J. S. Knight, Mr. & Mrs. Lum Yan Wo, Mr. F. MacBride, Mr. S. T. Marsman, Mr. M. A. Conceicao, Mr. Samuel E. Campbell, Mr. L. Dionisio, Messrs Francisco Jose, Felisbino, and Manuel Gutierrez, Mrs. S. Hirata, Mr. L. Hashigame, Mr. V. A. J. J. Ras-mussen, Mr. & Mrs. E. B. Renwick, Mr. W. G. Saunders, Mr. M. Sauton, Mr. E. Suzuki, Capt. J. Sigeland, Mr. J. B. Sutton, Miss M. E. Turley, Miss B. Tonkin, Mrs. Wong K. Koo, Mr. J. Johnson, Miss S. Kawamura, Mr. J. R. Melville, Mr. L. M. Perpetuo, Mrs. E. C. da Silva, Mr. M. Yamano.

Cotton Mills.

| | |
|--------------|-----------------|
| Ewos | b. & sa. 24 1/2 |
| Kung Yiks | |
| Lau Kung Mow | |
| Oriental | b. 17 1/2 |
| Shai Cottons | n. 157 |
| Yangtzepeas | |

Miscellaneous.

| | |
|------------------|-----------|
| Cementa | b. 17.30 |
| China Light old | b. 10.9 |
| Do. Light new | b. 12 |
| China Providents | sa. 26 |
| Dairy Farm | n. 23 |
| Electric H.K. | b. 25 |
| Electric Macao | n. 30 |
| Hongkong Ropes | b. 20 |
| Hk. Tramways | n. 13 1/4 |
| Peak Trams, old | b. 9 |
| Do. new | b. 7 |
| Steam Laundries | b. 10 1/4 |
| Steel Foundries | b. 15 1/2 |
| Water-boat | b. 7.80 |
| Watsons | b. 18 |
| Wm. Powells | b. 18 |
| Wisemans | b. 66 |

Hongkong, July 2, 1921.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING—
HONGKONG HOTEL
(Hongkong)
REPULSE BAY HOTEL PENINSULA HOTEL (Kowloon)
(Repulse Bay) (under construction)
HONGKONG HOTEL GARAGE
TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE
(Fokker Street)
REPULSE BAY GARAGE
PROPRIETORS:
THE HONGKONG HOTEL CO., LTD.

KING EDWARD HOTEL.

CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE PEAK HOTEL.

530 FEET ABOVE SEA LEVEL
10 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.
THE PREMIER HOTEL. FINEST SITUATION
EXCELLENT CUISINE.
ARTHUR E. ODELL,
(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

GRAND HOTEL DE PEKIN

PEKING, CHINA.
Tel. Address: "GRAND HOTEL"
Peking. CODES:
A.B.C. 5th Edition:
Bentleys & Liebers.
THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon dancant, daily.
Beautiful new steel and concrete fire proof building with
six floors, 3 lifts, 200 rooms, each with private bath and city
telephone, and a spacious roof garden overlooking the romantic
Imperial Palace, the Legation Quarter, the Rockefeller
Institute, and the entire city.
Unexcelled cuisine, with French chef. Banquets a
specialty. Wines of the best districts of France.
Large playground for children in the park of the hotel,
which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.
Motor bus meets all trains
L. M. MAILLE,
Manager.

RIVER LEVELS.

As a guide to skippers and others interested in the water levels
of the river we have been requested by the Board of Conservancy
Works of Kwangtung to publish the following table of water levels.
The levels are taken at 10 a.m. each day.

| Place of Observation | Highest W. L. ever recorded feet | Lowest W. L. ever recorded feet | W. L. June 29 feet | W. L. June 30 feet |
|----------------------|---|--|--------------------------|--------------------------|
| Wuchow, West River | +79.50 | -2.24 | | |
| Kongmoon, " | +14.70 | -0.80 | 6.70 | 6.37 |
| Linkonghow, North | +37.09 | 0 | | |
| Samsui, " | +27.25 | -5.00 | 11.80 | 10.70 |
| Sheklung, East | +15.15 | -0.98 | 3.80 | 3.71 |

TIDE TABLE.

27th June to 3rd July, 1921.

| Day | High Water Mean Time | Low Water Mean Time | Day | High Water Mean Time | Low Water Mean Time |
|-----------|-------------------------|------------------------|-----------|-------------------------|------------------------|
| Mon. 27 | 4.42 | 10.11 | Wed. 29 | 4.42 | 10.11 |
| Tues. 28 | 4.42 | 10.11 | Thurs. 30 | 4.42 | 10.11 |
| Wed. 29 | 4.42 | 10.11 | Fri. 1 | 4.42 | 10.11 |
| Thurs. 30 | 4.42 | 10.11 | Sat. 2 | 4.42 | 10.11 |
| Fri. 1 | 4.42 | 10.11 | Sun. 3 | 4.42 | 10.11 |

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

| WEEK DAYS. | |
|------------|----------------------------|
| 7.00 a.m. | to 8.00 a.m. Every 15 min. |
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| 3.00 | to 4.00 a.m. " " " |
| 4.00 | to 5.00 a.m. " " " |
| 5.00 | to 6.00 a.m. " " " |
| 6.00 | to 7.00 a.m. " " " |
| 7.00 | to 8.00 a.m. " " " |
| 8.00 | to 9.00 a.m. " " " |
| 9.00 | to 10.00 a.m. " " " |
| 10.00 | to 11.00 a.m. " " " |
| 11.00 | to 12.00 noon " " " |
| 12.00 | to 1.00 p.m. " " " |
| 1.00 | to 2.00 p.m. " " " |
| 2.00 | to 3.00 p.m. " " " |
| 3.00 | to 4.00 p.m. " " " |
| 4.00 | to 5.00 p.m. " " " |
| 5.00 | to 6.00 p.m. " " " |
| 6.00 | to 7.00 p.m. " " " |
| 7.00 | to 8.00 p.m. " " " |
| 8.00 | to 9.00 p.m. " " " |
| 9.00 | to 10.00 p.m. " " " |
| 10.00 | to 11.00 p.m. " " " |
| 11.00 | to 12.00 midnight " " " |
| 12.00 | to 1.00 a.m. " " " |
| 1.00 | to 2.00 a.m. " " " |
| 2.00 | to 3.00 a.m. " " " |
| 3.00 | to 4.00 a.m. " " " |
| 4.00 | to 5.00 a.m. " " " |
| 5.00 | to 6.00 a.m. " " |